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KODACHROME JOHN T EAGAN JR

THE GRAY AND TUSCAN of CPR has been applied to Canadian American GP40 No.40. The unit worked local YCH-51 on Union Pacific at Thornton, Illinois, on March 2, 1996, (**above**) for evaluation by new owner Iron Road Railways before heading off to Maine. See RAILNEWS.

COLOR PRINT M A KOCOT

BATTEN KILL leased RS18 No.1810 from CP Rail System when mud slides isolated both of BKRR's RS3s. The MLW was switching at the East Greenwich, New York, Agway (**below**) on a frigid February 5, 1996. The RS18 was returned to CPRS by mid-month. See RAILNEWS.

KODACHROME: ALAN MILLER

KODACHROME JIM SHAUGHNESSY

E&N RAILFREIGHT GP38 3005 is painted for the new CP business unit on Vancouver Island trackage. See RAILNEWS.

BEATING THE BAJA is San Diego & Imperial Valley GP38 No.5537 with a fantrip into Baja California for the San Diego Railroad Museum on February 24, 1996, (**below**) the first such trip since 1988.

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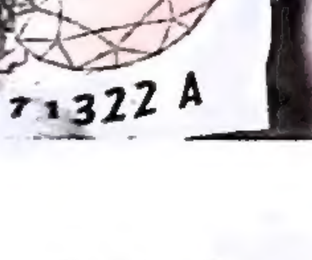

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From the Publisher's desk: The Orange Empire

I remember my first visit to California's Orange Empire Railway Museum in Perris as being a potpourri of western trolley artifacts, both standard gauge and narrow gauge: Pacific Electric, Los Angeles Railway, Key System, Sacramento Northern and other great names of yesteryear.

The Perris museum, located 80 miles east of Los Angeles since 1958, was still relatively new, but it didn't take long for the organization to discover that its valuable equipment was subject to dry rot from the blazing desert sun, not unlike problems faced by Eastern museums plagued with rain and snow. Maintenance was and is continuous. As finances permitted, the OERM erected pole buildings without sides, which helped maintain the growing fleet. Sides were added later, providing additional protection and security.

I returned some years later and saw the addition of steam and diesel locomotives and rolling stock in paint schemes that had long vanished. That was my July trip when after several hours of roaming the property I returned to my car and found my face sunburned beet red. Cold water and a Coke cooled me down, along with the car air conditioning. Perris is not a place where you leave your camera and film in the glove compartment.

Today there are many buildings on the property and the desertlike property is more of an oasis. A number of historic buildings, mostly moved in from the Perris area, create an image of an old time town: stations, town hall, residences, farm house (once a saloon) and right-of-way structures. A bus, trolley coach and truck collection is growing, a sight also seen at a number of other rail museum properties. O'Neill's Streamline Diner is another typical sight, built from a 1906 Santa Fe coach and remodeled to look like a Santa Fe streamliner. Moved from its original site six miles south of Perris, it had served motorists for years. Two Rio Grande baggage cars house a large model and historic artifact collection. The newest building is the Grizzly Flats Engine House, housing Disney animator Ward Kimball's three-foot gauge collection.

The Orange Empire operates primarily on weekends. The electric railway loop is dual-gauged, accommodating both standard gauge equipment and former Los Angeles Railway cars of 42½-inch narrow gauge.

The growth of the Orange Empire museum has made it the largest railway museum in the western United States. The grounds are clean and well maintained with ample parking. As with all railroad museums, the OERM depends heavily on volunteers and donations to maintain and improve the growing plant. If you have a hankering to lay track, paint, do carpentering or welding or any of the hundred-and-one other jobs that need doing, ask about membership at Orange Empire (2201 South A Street, Perris, CA 92370; 714/943-3020) or perhaps a railroad museum closer to your home. It'll help preserve our railroad heritage for the future.

RAILFAN & RAILROAD

June 1996/vol.15 no.6

RAILROAD / founded 1906 / vol. 118 no.3

Features

38 **Backwoods Steam Crew: 1996**/Martin E. Hanson
42 **The Yadkin Valley Railroad**/Tony Reevy
52 **Conrail at the Heart of the Pennsy**/James p. Olmstead

Departments

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
8 **Timetable**/events
17 **Videos**/videotape reviews
18 **On the Menu**/Dining in Traverse City
20 **Railroadiana**/product news and reviews
26 **Camera Bag**/Winterail 1996
31 **Railfun**/Curt Katz
32 **Transit Currents**/George M. Smerk
34 **Railnews**/news in detail
61 **Markers**/editorial commentary
62 **Switch List**/classified advertising
63 **We'd like you to meet .../**Olmstead
64 **Advertising Index**/the railfan marketplace
65 **Railnews**/San Diego's SP 4-6-0 2353 in color
66 **Railnews**/news in color

Cover

October 17, 1994, was one of those screamingly gorgeous days you dream about — but it was also a Monday, and trains were few and far between, even on Conrail's usually frantically busy main line at South Fork, Pennsylvania. But the lighting and timing were perfect as the trio of GE Dash 8-40CW's rolled westward with a van train in late afternoon. Jim Olmstead tells the story of this railroad beginning on page 52. Fuji Velvia by Jim Boyd.

The date is March 6, 1996, and "Peninsular Terminal" 2-8-2T No.16 is spotting a load of revenue logs on the Port of Shelton Railroad in Washington state. The steam engine was pressed into service when the usual diesel was down for repair. Martin Hanson tells the tale of logging steam in 1996 beginning on page 38. Kodachrome by Martin E. Hanson.

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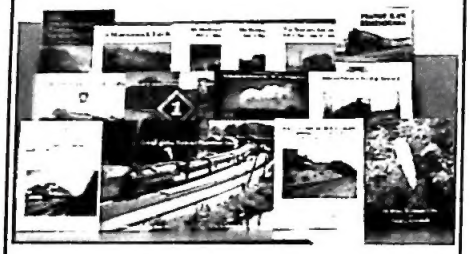

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No credit

The photo of Southern Pacific cab-forward 4270 in the March 1996 issue, page 55, is credited to Southern Pacific. This same photo was presented in the August 1955 issue of RAILROAD Magazine where it was credited to H.L. Kelso. The passage of time shouldn't erase the names of railroading's great photographers.

STEVEN MELTON
San Jose, Calif.

The photo was in the Railroad Magazine files, but there was no photographer's name on the print and no reference to a previous publication date. We will always run a photo credit when we have one — J.B..

Newcore Steel?

I enjoyed reading about the steel industry in the April 1996 MARKERS column. Finding out about the current trends in the steel industry was very interesting. However, the correct spelling is "Nucor."

ROY S. OSBORN
Stone Mountain, Ga.

Locating Lukens

It seems as though you did not really know where you were when you visited Lukens plant. According to what was said in the April MARKERS column, the place was located on Conrail between Reading and Harrisburg. Not so. Coatesville is along the Amtrak, former-PRR, main line between Philadelphia and Harrisburg. Did you not see the catenary poles on the High Bridge which you also mentioned? No Conrail through freight uses this Amtrak route. In fact, Conrail comes to Coatesville only from Abrams yard (on old Reading main line near Norristown) by way of the Trenton Cutoff to Glen Loch, then along the Amtrak main line to a freight connection at the west end of the High Bridge.

Over its 185 years, Lukens has survived because its aggressive capital investment projects have kept its equipment the most modern in the steel industry and usually a step ahead of most other plants.

BERT PENNYPACKER
Philadelphia, Pa.

Marlboro Unlimited

We were pleased to read in your March 1996 issue the enthusiastic story describing Philip Morris U.S.A.'s *Marlboro Unlimited* Sweepstakes, and the special train we're building to carry 2,000 lucky sweepstakes winners and their guests on a one-of-a-kind trip through the American West.

However, we would like to take this opportunity to correct a few errors that found their way into the story.

First, there are no plans at this time for a press tour of the *Marlboro Unlimited* train,

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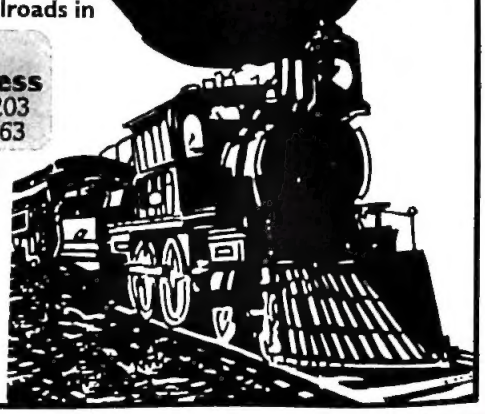

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nor are our media plans for the train's launch complete at this time.

There are no plans whatsoever to send the train to either the 1996 Summer Olympics in Atlanta or to either of the national political conventions.

Finally, although you report correctly that no sweepstakes winner or guest is required to smoke while on the train, and that a non-smoking area will be available, the fact is that only current smokers 21 years of age or older are eligible to enter the sweepstakes. Guests need not be smokers, but must also be at least 21 years old.

We believe the *Marlboro Unlimited* Sweepstakes is certain to be a hit with adult smokers who are also rail enthusiasts. We hope you will continue to report on the sweepstakes and the train as plans are finalized and released to the media.

KAREN DARAGAN
Manager, Media Affairs
Philip Morris U.S.A.
New York, N.Y.

On 4-8-4s from a UP fireman

In reference to the great article, "Those Western Super Northerns" by Hal Lewis and Jack Wheelihan in the April 1996 issue, I'd like to add some information concerning the Union Pacific FEF Class 800s.

As a fireman on the Idaho Division, working out of Glenns Ferry, Idaho, to Huntington, Oregon, in the early 1950s I gained experience with the 800s. Trains 25 and 26 ran between Pocatello, Idaho, and Portland, Oregon. At Huntington usually an oil burning Challenger would take the train over the Blue Mountains into Portland. (The 800s didn't do so well on the 2% plus grades and curves in the Blue Mountains).

These mail trains were usually only eight or nine cars long and were easy work for the big Northerns. This led to the most difficult aspect of firing them. That was the problem of maintaining steam pressure at high speed with light throttle. A rule number 889 dictated that the 800 class was never to be operated at less than 33% cut-off to avoid hot main pins. This meant that a very light throttle was used quite a bit of the time and sufficient draft was not created necessitating the fireman use very heavy atomizer and blower settings. Even with this, it was difficult to keep smoke out of the cab — the job the smoke lifters were supposed to do. When they were accelerating they were usually a dream to fire.

Another challenge was the Sellers exhaust steam injector. When working properly it did a good job, just like the Elesco injectors on the late Challengers and Big Boys. The biggest problem seemed to be in the exhaust change-over valve. This valve regulated the amount of live steam to be added to the exhaust steam for injector operation based on exhaust back pressure. Because of this valve's cantankerous habits, the injector delivery to the boiler would often break (spilling the water onto the ground), whenever the engineer changed the throttle or reverse lever position. To start the Sellers injector, three handles and a vacuum gauge had to be operated; it was a busy time for the fireman trying to regulate the oil firing valve and re-start a stubborn injector, all of this often at high speed.

Relief came only partially when some Worthington S.A. feedwater heaters from 4-12-2s being scrapped were used to replace the Sellers injectors. Also added at this time was a combination oil firing valve and

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draft damper door control wheel and a "Gyrotor" oil nozzle.

The combination valve was a wheel similar to the one used on screw type reverse controls on some engines. The idea was that as the oil valve was opened, the draft damper door would also be opened better controlling combustion. This worked pretty good until some throttle jockey suddenly closed the throttle. This required the fireman to wildly crank the dozen or so turns necessary to respond while the cab filled with acrid smoke. As mentioned in the R&R article, if the engineer and fireman could work together, the problem was minimized. The "gyrotor" oil nozzle was supposed to improve combustion by imparting a swirling pattern to the oil spray. In reality, I'm not sure it did anything other than make it difficult to spot-fire when stopped.

The best combination of all is probably the arrangement on the 844 today with its conventional firing valve and Worthington S.A. heater.

In spite of the above foibles, I'm convinced the 800s were one of if not the finest steam locomotives ever. They were indeed a pleasure to ride even up to ninety miles per hour or more, and they sure did handle trains 25 and 26.

LES CLARK
Floresville, Tex.

The "GyroJet" oil nozzle was tested briefly on the 844 on runs between Omaha and North Platte circa 1953, and it did achieve up to a 7% fuel savings. But with steam so close to being retired, that amount wasn't enough to worry about — STEVE LEE, UNION PACIFIC STEAM CREW

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

PRR SESQUICENTENNIAL CELEBRATION to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical and Museum Commission. Contact event organizers for detailed information.

May 2-5, New Kensington, Pa. PRR Technical & Historical Society national convention. Contact: 717/225-5470.

June 8-9, Strasburg, Pa. History programs, art show, music and special operations at the Railroad Museum of Pennsylvania sponsored by PRRT&HS. Contact: 717/687-8628.

October 5-6, Altoona, Pa. Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" Contact: 814/946-0834.

October 11-13, Strasburg, Pa. PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

November-December, Harrisburg, Pa. Scale model of Abraham Lincoln's Funeral Train exhibit sponsored by the Historical Society of Dauphin County. Contact: 717/233-3462.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner (except Chickamaug). Pullman seating or office car charter available at higher cost.

May 4 Chattanooga to Chickamauga, steam, $32. **May 25** Chattanooga to Summerville, diesel, $54.

June 15 Chattanooga to LaFayette, steam or diesel, $46.

HARRISBURG, PENNA., May 4. EastRAIL ROADShow '96

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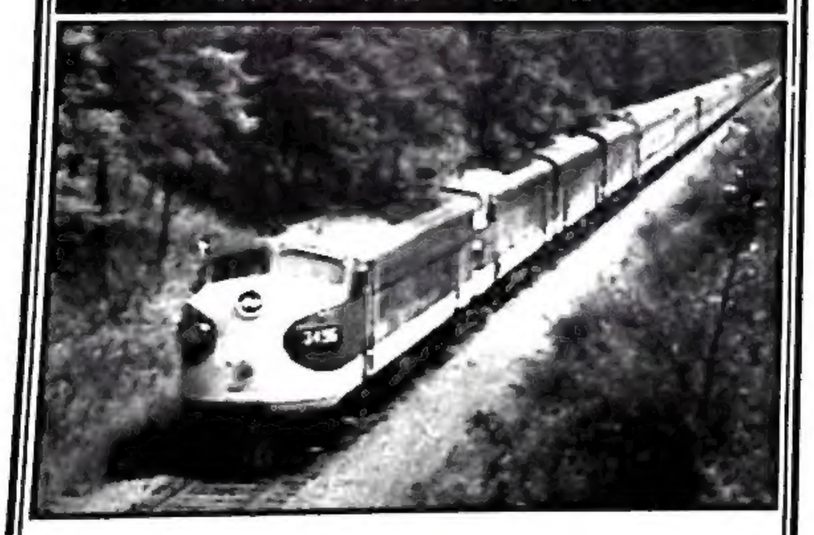

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Roanoke Chapter
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at The Forum, Fifth & Walnut, 11am-6pm. Multi-media slide programs by Jim Boyd, Doug Koontz, Tom Nemeth, Jerry Plant, Paul Rice and others. ~~CANCELED~~ Tickets $7, at the door $9, seniors and children $6 each in advance. For details phone the Harrisburg Chapter NRHS at: 717/232-6221.

NEW YORK, NEW YORK, May 4. Diesel-powered parlor and coach excursion to Danbury, Conn./Beacon, N.Y., via Hell Gate Bridge and Maybrook Line using LIRR locomotives and equipment on Metro-North. For details, send LSASE to: Long Island Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

YAKIMA, WASHINGTON, May 4. 3rd Annual Railfan's Day at Yakima Electric Railway Museum, 306 West Pine Street. Special runs and photo sessions will showcase all YVT streetcars, locomotives and artifacts. Free admission. Contact: Ken Johnsen, Yakima Interurban Lines Association, P.O. Box 649, Yakima, WA 98907; 206/432-8444.

EAST TROY, WISCONSIN, May 4-5. Inaugural run over newly electrified Trent Branch at East Troy Electric Railroad Museum. First additional electrified traditional street railway trackage in over 50 years. All equipment will work. All-day pass $14. Free hot dogs. Contact: East Troy Electric Railroad Museum, Box 556, Waukesha, WI 53187-5509; 414/548-3837.

NORTHWEST DOUBLEHEADER between Portland, Ore., and Vancouver, B.C., featuring SP *Daylight* 4-8-4 4449 and CPR Royal Hudson 2860. Trips will overnight at Seattle. For fares and other details, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280. **May 4-5** 4449 Portland to Vancouver. **May 6-7** display at Vancouver. **May 8-9** 2860/4449 *doublehead* Vancouver to Portland. **May 10-12** display at Portland, including debut of restored Sumpter Valley 3-foot gauge 2-8-2 No.19. **May 13** 4449 return to Portland roundhouse. **May 13-14** 2860 Portland to Vancouver. **(Note:** previously-announced northbound doubleheader will not be run.)

SPENCER, NORTH CAROLINA, May 10-12. Southern Railway Historical Association 10th Anniversary annual meeting featuring visit to NC Transportation Museum, banquet at Salisbury depot, tours of Linwood Yard and Charlotte Roadway shop, model contests and displays. Optional historical tours and shopping trips for ladies. Contact: SRHA 1996 Annual Meeting, P.O. Box 33, Spencer, NC 28159.

PALMER, MASSACHUSETTS, May 11. Ware River Rocket round trip excursion on Mass Central to South Barre with photo stops and lunch at Barre Mill Restaurant. Fare and lunch $25. Contact: Amherst Railway Society, P.O. Box 718, Warren, MA 01083.

CASS, WEST VIRGINIA, May 17-19. Cass Railfan Weekend

TWO NEW BOOKS ON RAILWAYS IN EASTERN CANADA

Canadian National in the East (Volume Four)

by Keith Littlewood, who takes over J. Norman Lowe's mantle, has produced this excellent work which covers typical everyday CN operations and equipment in eastern Canada from the steam-dominated 1940s and early 1950s through to the 1990s. It was a railway dominated by "Northerns" together with "Mountains", "Mikados" and "Pacifics" which were replaced by MLW units and is now GM and GE territory. $10.00

Diesel in the Maritimes and Newfoundland

by Roger Steed, covers the development of both CP and CN lines since the introduction d diesels in the area east of Quebec and Maine. The recent sales to short lines are included and there are photographs of 25 types produced by MLW and GM as well as the ubiquitous Budd RDC. $11.00

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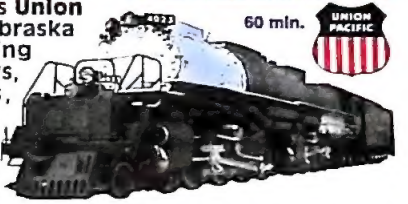

The mid 1950's **Union Pacific** in Nebraska and Wyoming with Big Boys, Challengers, Northerns, Turbines and 1st generation diesels is the subject of this show, plus a bit of **Nickel Plate Road** steam and diesel action thrown in.

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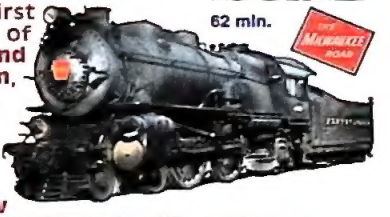

Steam and first gen. diesels of the **Chicago and North Western, Pennsylvania, Milwaukee Road, Great Northern, Rock Island, Santa Fe, New York Central, Southern Pacific** and more.

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This show is devoted entirely to the Florida East Coast Railway. First generation diesels abound, many of which are decorated in the famous and colorful red, yellow and silver paint scheme. Also included is some extremely rare footage of FEC Steam Locos.

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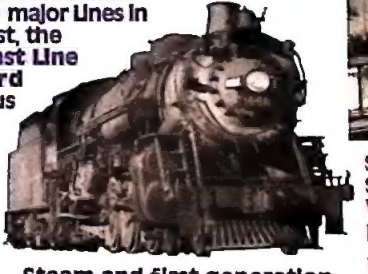

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❷ ***METROPOLITAN MAIN LINE:*** **London (Aldgate) to the four branches (Amersham, Chesham, Uxbridge and Watford)**

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❸ **SkyeTrain**

Scotland's scenic Inverness to Kyle of Lochalsh Highland line aboard a class 37 diesel locomotive. There are dozens of on-board shots, runbys and helicopter shots as we head towards the Isle of Skye. *Stereo Running time 90 mins.*

❹ **Central**

A subway ride right through the very heart of the capital on London Underground's Central line tube. Once again a historical and entertaining commentary coupled to the mind-boggling stereo sound makes for a brilliant experience. *Stereo Running time 90 mins*

❺ **HST Great West (High Speed Train)**

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General Motors-built class 59 freight loco documentary. *Stereo Running time 81 mins.*

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CHERRYVALE, KANSAS, May 18. 2nd Annual Heartland Rail Fair, in conjunction with Cherry Blossom Festival, featuring train rides, motor cars, displays and swap meet. Contact: John R. Dhooghe, 25057 Queens Road, Parsons, KS 67357; 316/421-3178.

DANBURY, CONNECTICUT, May 18. Hudson Highland Express II rare mileage excursion over ex-NH Maybrook Line to Poughkeepsie, N.Y., and return. In Poughkeepsie, option to board MV *Rip Van Winkle* for three-hour cruise on Hudson River with busy rail lines on both shores. Train and boat: adults $65, ages 15 and under $55. Train only: adults $35, 15 and under $25. Send check to: DRM Hudson Highland Express, P.O. Box 90, Danbury, CT 06813-0090; or phone: 203/778-8337.

LUDLOW, VERMONT, May 18-19. Rutland Railroad Historical Society 10th Annual Convention at Ludlow Depot. Saturday: demonstrations, BBQ, night photo session. Sunday: GMRC excursion to Rutland. For details send SASE to: Jeff English, 6 Lansing Ave., Troy, NY 12180; 518/274-8068.

PHILADELPHIA, PENNSYLVANIA, May 25-26. Central Electric Railfan's Association 7th Annual Electric Railway Weekend. Saturday: visit to Penn's Landing Trolley Museum and evening slide/movie presentation at Sheridan Hotel, 36th & Chestnut. Sunday: PCC/Peter Witt fan trip over streets of Philadelphia. Adults $50, under 12 $25. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

GREENBANK, DELAWARE, May 26-27. Memorial Weekend Specials on Wilmington & Western. Sunday: steam trains to Mt. Cuba Picnic Grove at 12:30, 2 and 3pm. Monday: steam trains to Hockessin at 12:30 and 3:15. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930; Fax 302/998-7408.

NEWTON (RIVERSIDE), MASSACHUSETTS, May 31-June 2. Boston Trolley Meet at Holiday Inn, 399 Grove Street, 7pm-10pm Friday, 9am-4:30pm Saturday. Sunday will feature speical trip over MBTA system. Show admission $8, separate fee for Sunday trip. Contact: George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258.

MANASSAS, VIRGINIA, June 1. 2nd Annual Manassas Railway Festival featuring exhibits cars from NS, VRE and

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GRAND CANYON RAILWAY KODACHROME: ROBERT FRANZEN

THE GRAND CANYON RAILWAY purchased a second FPA4 for its regular passenger service. Former VIA/CN 6793 last operated for the *Potomac Eagle* in West Virginia in a Mopac-like livery. The MLW cab joins VIA/CN 6773 in October-through-May service with steam in summer. See RAILNEWS.

Amtrak, memorabilia exhibits, live entertainment. Contact: Manassas Railway Festival, 9025 Center Street, Manassas, VA 22110; 703/361-6599.

NEWTON, MASSACHUSETTS, June 1-2. Boston Trolley Meet at Holiday Inn, adjacent to Riverside MBTA Station. Movie and slide programs, banquet and entertainment; ride MBTA Green Line trolleys; Sunday fan trip to be announced. Admission $8 (spouse and kids under 16 free), banquet $24.95, souvenir mug $6.50, all of the above $37. Contact: Boston Chapter NRHS, P.O. Box 252, New Town Station, Boston, MA 02258.

WASHINGTON, D.C. June 18 and 24. Ride to NRHS convention in Charlotte, N.C., (see listing below) onboard heavyweight Pullman *Dover Harbor* coupled behind Amtrak's *Carolinian.* Two meals served onboard in both directions. Round trip fare $299 ($324 after April 15). Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13435 Reid Circle, Ft. Washington, MD 20744-6522; 301/495-9668.

CHARLOTTE, NORTH CAROLINA, June 18-23. NRHS National Convention. Registration $20 for members, $25 for non-members. Non-rail activities for families also planned. For details, contact: 1996 NRHS Convention, P.O. Box 297, Spencer, NC 28159; 704/647-0508.

June 18 Steam excursion Dillsboro-Andrews on Great Smoky Mountains Ry. **June 19** VIP tour of NC Transportation Museum. **June 20** Rare mileage trip Monroe-Acme on CSX. **June 21** Railroadiana show for members only. **June 22** Rare mileage trip Monroe-Greewood over CSX. **June 23** Excursion Charlotte-Old Fort-Asheville-Saluda-Spartanburg on NS.

FORT WORTH, TEXAS, June 19-23. Santa Fe Railway Historical & Modeling Society 16th Annual Convention at Green Oaks Inn, 6901 West Freeway, featuring a steam train ride,

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"Southern Pacific on Steins Pass"

This tape shows 24 hours of action on SP's Sunset Route on Steins Pass, 140 miles east of Tucson in October 1995. Heavy stack trains grind up 1.4% grades and then blast across the desert at 65 per. Anything can be seen from "stealth" SD45's to new AC's. 89 minutes. $27.95.

"SP Around Klamath Falls"

This tape shows over 30 hours of continuous action on SP's I-5 Corridor between Mott, just north of Dunsmuir, and Kirk, 40 miles north of Klamath Falls, Oregon, in October 1995. Heavy lumber trains grind up 2% grades around Mt. Shasta and hotshots blast across the Oregon Plateau. We caught a few BN trains north of Klamath Falls also. 67 minutes. $25.95.

Four brand new Santa Fe videos from the four corners of the Santa Fe system, shot last fall when Santa Fe operations were still pure ATSF.

"Mojave Desert Thunder"

The Santa Fe's Needles subdivision hosts the fastest freights in the U.S., and nowhere do they run them any faster than on the relatively flat track around Amboy, CA. This tape shows 24 hours of incredible action on the Santa Fe main line between Siberia and Cadiz in October of 1995. 82 minutes. $27.95.

"The Trains of Tehachapi"

This videotape won't show you all of the scenic highlights of Tehachapi, but it will show you the incredible number of Santa Fe and SP trains that ran over Tehachapi in a 24 hour period in October of 1995. Many classic views are shown, including trains shot at Caliente and the Loop. 118 minutes. $29.95

"SF-NS Joint Track East of KC"

Thirty miles east of Kansas City, the Santa Fe and Norfolk Southern share their track for a distance of thirty miles. This joint track is the busiest part of the SF's high speed steel freeway between Chicago and Kansas City. This tape shows 25 hours of action on the joint track in October of 1995. 128 minutes. $31.95.

"SF South of Temple, TX"

The Santa Fe in Texas has an unhurried pace compared to the transcontinental main line. Temple is where the line from the West Coast connects with the Kansas City to Houston main. This tape shows over 30 hrs. of action south of Temple on the SF's busiest line in TX, in October of 1995. 65 minutes. $23.95.

"Conrail & NS at Silver Creek"

Silver Creek, NY, 30 miles west of Buffalo, is one of the best known railfan hot spots in the East. Conrail's Chicago line and Norfolk Southern's line to Bellvue run side by side through there. CR runs the heaviest manifest and longest intermodal trains in the world. This tape shows 24 hrs. of incredible action at Silver Creek in September of 1995. 2 hours, 16 minutes. $33.95.

Railfan & Railroad says that "our videotape *stacks on the Middle Division* will be much sought after by historians many years from now."

"Stacks in the Middle Division"

In September 1995, a $100 mm clearance project was completed on the former Pennsylvania Railroad Middle Division and double stacks and autos began to flow over that line, now known as Conrail's Pittsburgh Line. This tape shows 24 hrs. of action along the scenic Juniata River around Newport in central Pennsylvania, 30 miles west of Harrisburg, 2 weeks later. 96 minutes. $29.95.

"Wisconsin Central 1995"

This tape shows the traffic and operations at different points around the dynamic Wisconsin Central, concluding with 24 hours of action on Byron Hill, south of Fond du Lac in June of 1995, when newly acquired Santa Fe SD45's and F45's and SP's new AC4400's were running around the WC. 80 minutes. $27.95.

"BN's Racetrack at Naperville"

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tour of AT&SF and BN facilites, slide shows, layout tours, railfanning, swap meet, annual business meeting and more. Contact: Norm Bruce, Registrar, The Texas Chief, 3501 Dorothy Lane South, Fort Worth, TX 76107. To reserve rooms, phone Green Oaks Inn at 800/772-2341 in Texas, 800/433-2174 outside Texas.

CHICAGO, ILLINOIS, June 22. Photographer's excursion to Lombard, Ill., on UP/C&NW. Depart 8:40am, return 3:10pm. Fare $10. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 847/251-2262.

CHICAGO, ILLINOIS, June 22. Supper at the Station Excursion to Kenosha, Wisc., on UP/C&NW, depart 5:35pm, return 11:55pm. Fare of $30 includes rail trip and dinner at Spaghetti Station. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 847/251-2262.

GALESBURG, ILLINOIS, June 22-23. 19th Annual Galesburg Railroad Days at BN/ATK depot, 9am-5pm. Trains tours of BN yard, bus tours to dispatchers office and hub center, equipment demonstrations and displays, museum visit, antique autos, live music, food and more. Contact: Galesburg Area Convention & Visitors Bureau, P.O. Box 749, Dept RF, Galesburg, IL 61402-0749; 309/343-1194.

CHICAGO, ILLINOIS, June 23. Excursion to Illinois Railway Museum via Metra service to Elgin. Depart 8:40am, return 7:02pm. Fare of $30 includes rail trip, bus connection, admission to and unlimited rides at IRM. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 847/251-2262.

ROMNEY, WEST VIRGINIA, June 27. Potomac Eagle "Petersburg Special" departs 9am for full day of scenery along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800-22-EAGLE.

CHAMA, NEW MEXICO, June 29. 8th Annual Moonlight Train ride and steak dinner on Cumbres & Toltec Scenic. Departs 3:15pm. Adults $60, under 12 $35. Contact: Friends of the C&TS, Attention Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

CHAMA, NEW MEXICO, June 30. C&TS photo freight featuring two engines, different consists, small group. $300. Send SASE to: John West, 334 Montford, Mill Valley, CA 94941; 415/383-3210.

ST. CONSTANT, QUEBEC, July 6-7. Diesel Weekend at Canadian Railway Museum. Over 15 locomotives on display, with four in operation. Photograph MLW-powered mixed freight on Saturday, passenger train on Sunday. Saturday night photo session by Kermit Geary, Jr. Weekend pass $10, night photo session $10 extra (U.S. funds). Contact: Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec J5A 2G9; 514/638-1522.

CINCINNATI, OHIO, August 10. Summerail 1996 at Cincinnati Union Terminal, 1301 W[illegible]m Ave. 10am-10pm. Multi-media slide shows by [illegible], Jo[illegible]le Brown, Terry Chicwak, Dan Finfrock, Ron [illegible]mary, Mar[illegible] Hemphill, Mike Leach, Brad McClelland, Garland McKee, Dav[illegible]d Oroszl, Mark Perri and Gary Zuters. Plus, railroad show and sale and visit to CUT's Tower A. Admission $10. Send payment to: Cincinnati Railroad Club, Summerail 1996, P.O. Box 27050, Cincinnati, OH 45227-0050

UP EXCURSIONS ON THE C&NW will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

August 24 Council Bluffs to Cedar Rapids. **August 25** Cedar Rapids to Chicago (Proviso Yard). **August 26-30** layover in Chicago. **August 31** Chicago to Milwaukee round trip. **September 1** Chicago to Union round trip w/ C&NW GP7s, visit IRM. **September 2** Chicago to Clinton one way w/ bus return. **September 3** Clinton to Des Moines *deadhead move*. **September 4-6** on display at Des Moines. **September 7** Des Moines to Boone round trip to Puller Billy Days.

INTERNATIONAL TOURS

TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

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TEFS LIMITED, 189 Spring Beauly Drive, Lawrenceville, NJ 08648 is sponsoring the following foreign steam tours. Send SASE for details

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TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following foreign rail tours:

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

June 29-30 Lebanon, Pa., Lebanon Valley Expo Center, 2120 Cornwall Road.

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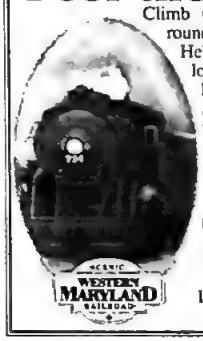

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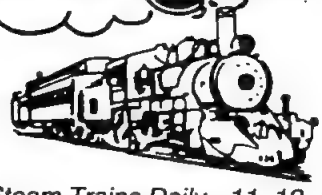

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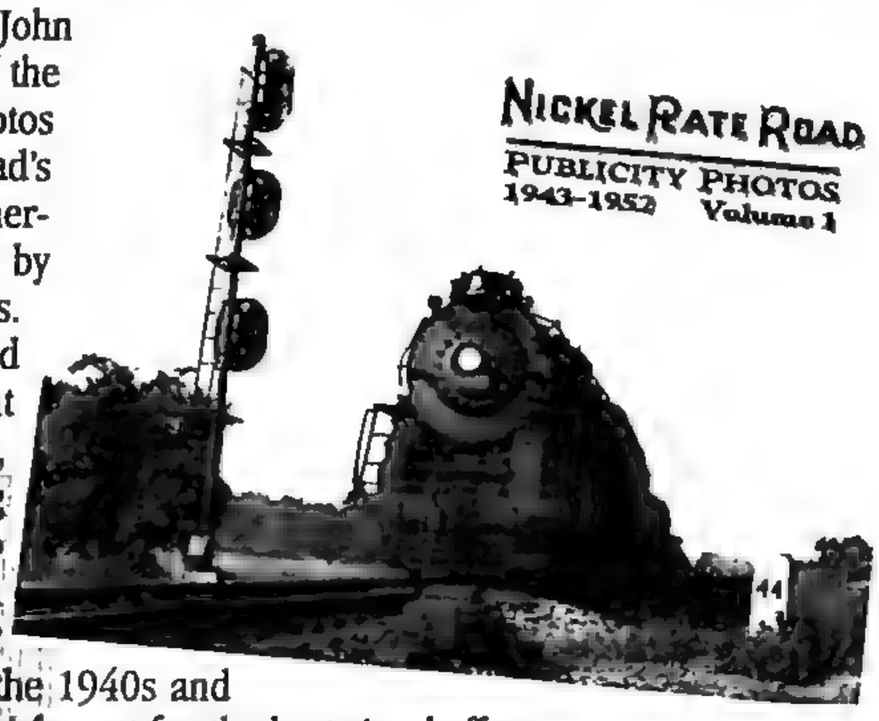

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ing locations on dates listed 10am-5pm. Adults $5, under 12 free. Contact: GATS Limited, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

Lincoln, Neb., May 4-5, Nebraska State Fair, 1800 State Fair Park Drive. **Detroit, Mich.,** May 18-19, Michigan Expo & Fairgrounds, 1120 West State Fair

San Mateo, Cal., June 1-2, San Mateo Expo Center, 2495 South Delaware Street. **Santa Barbara, Cal.,** June 8-9, Earl Warren Showgrounds, Hwy. 101 & Los Positas **Fort Wayne, Ind.,** June 22-23, Allen County War Memorial Coliseum, 4000 Parnell Ave. **Springfield, Ohio,** June 29-30, Clark County Fairgrounds, 4401 South Charleston Pike

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CLASSIC TRAINS & EXHIBITIONS, 3385 Brigadoon Circle SW, Dalton, OH 44618, is hosting train shows at the following locations, 10am-4pm unless otherwise noted Admission $2, 12 and under free, tables $20-30

May 4-5, Carnation Mall, State Street West (U.S. 62), 10am-9pm Saturday, 11am-6pm Sunday. **Akron, Oh.,** May 19, Tadmor Temple, 3000 Krebs Drive

New Philadelphia, Ohio, June 15-16, New Towne Mall.

ROANOKE, VIRGINIA, May 4. Spring Railfair at Virginia Transportation Museum, 10am-5pm. Dioramas, displays, operating layouts. Adults $5, ages 3-18 $3, under 3 free. Contact: Katherine Houck, 303 Norfolk Avenue SW, Roanoke, VA 24016.

WINSLOW, NEW JERSEY, May 5. Great Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Adults $3, under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

TIMONIUM, MARYLAND, May 5. Transpo '96 at Maryland State Fairgrounds 4-H Building, York Road, 10am-4pm. Railroad, steamship, airline and bus memorabilia. Admission $5, 12 and under free. Contact: Jim Hutzler, Transpo '96, P.O. Box 10372, Alexandria, VA 22310; 703/768-2990.

HARRISONBURG, VIRGINIA, May 5. Shenandoah Valley Railroad Club Train & Railroading Show at Rockingham County Fairgrounds, 10am-4pm. Admission $3, under 12 free, tables $14. Contact: Dan Stark, 1211 Windsor Road, Harrisonburg, VA 22801; 540-433-1014.

MACON, GEORGIA, May 11. 4th Annual Middle Georgia Railroad & Train Show at Macon Coliseum, 200 Coliseum Drive, 10am-4pm. Admission $3, under 12 free. Contact: Robert Yancey, P.O. Box 5654, Macon, GA 31208-5654; 912/745-9656.

SOUTHEASTERN COLLECTIBLE EXPO shows will be held at the following locations, 10am-4pm. Admission $4, ages 6-12 $1. For details contact them at: 1819 Peeler Road, Vale, NC 28168; 704/276-1670; Fax 704/276-9931.

Lexington, Ky., May 11-12, Lexington Center's Heritage Hall. **Birmingham, Ala.,** May 25, Birmingham/Jefferson Civic Center, South Hall on 9th Ave.

Chattanooga, Tenn., June 1, Chattannooga Convention Center North Hall. **Greensboro, N.C.,** June 8-9, Greensboro Coliseum Complex.

PHOENIX, ARIZONA, May 18. Sahuaro Central "Everything Railroad" Spring Swap Meet at Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3, 12 and under free with adult. Contact: Herold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

ROCHESTER, MINNESOTA, May 19. C&NW Historical Society Railroadiana Show at Kahler Hotel, 20 SW Second Avenue, 8:30-9:30am for members, 9:30am-2pm for public. Contact: Ron Christensen, 3348 Cedar Lane, Bridgman, MI 49106; 616/465-3353.

FRANKLIN SQUARE, NEW YORK, May 19th and June 30th.

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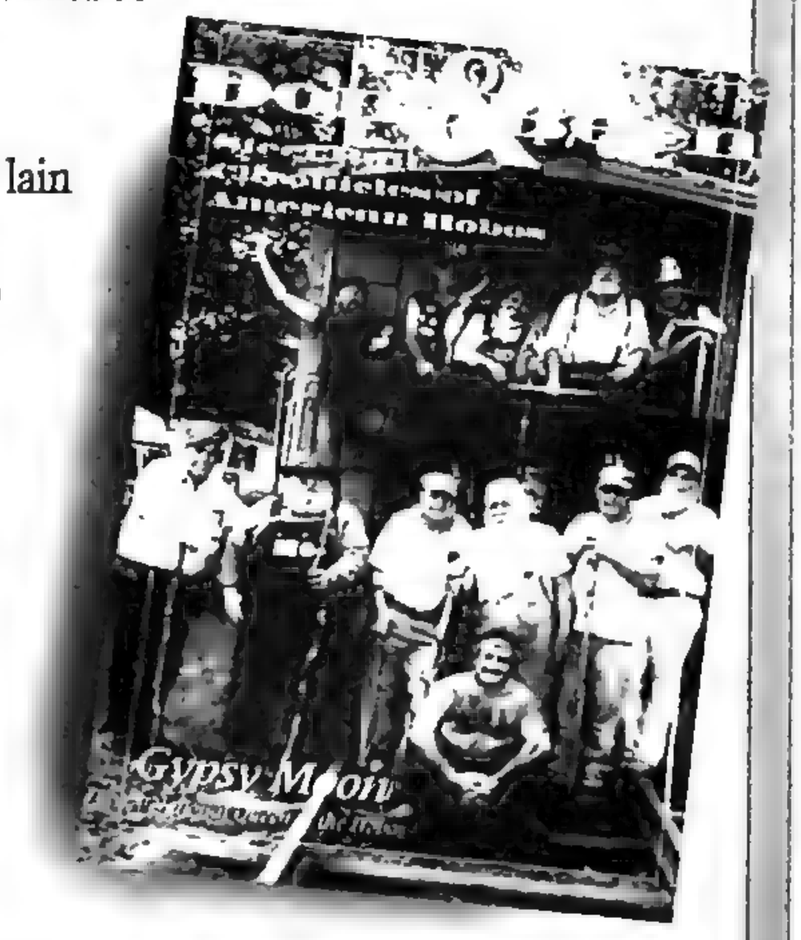

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EASTPOINTE, MICHIGAN, St. Veronica Mens Club Train Show and Sale at St. Veronica School, 10am-3pm. Admission $2.50, ages 6-12 $1, family maximum $5 Contact: Jim Sieradzinski, 16534 Stricker, Eastpointe, MI 48021; 810/778-5104.

JERSEY CITY, NEW JERSEY, May 19. Trans-Rail Expo at CNJ Station in Liberty State Park, 9am-5pm. Adults $6, under 12 $2. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

STROUDSBURG, PENNSYLVANIA, May 25. Pocono Mountains Chapter NRHS Spring Train Show at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Adults $3, under 12 free. Contact: John Lutz, Train Show Chairman, P.O. Box 293, Cresco, PA 18326-0293; 717/421-6947.

SAN ANTONIO, TEXAS, June 1. 6th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Adults $4, kids $1, family maximum $8. Contact: Frolin Marek, 5595 Rangeland, San Antonio, TX 78247; 210/655-1400.

MONTVALE, NEW JERSEY, June 8. National Collectors Train Show at St. Joseph High School, 40 Chestnut Ridge Road, 9am-3pm. Admission $4, under 10 free with adult. Contact: Joe Bianco, P.O. Box 672, Ramsey, NJ 07446; 201/327-5254.

OMAHA, NEBRASKA, June 9. Nebraska-Iowa Railroaders Club Annual Train Show at Nathan Hale Middle School, 6143 Whitmore. Contact: Larry Wiles, 1222 First Ave., Nebraska City, NE 68410.

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CHARLOTTE, NORTH CAROLINA, June 21-22. Railroad Collectibles & Train Show in conjunction with NRHS National Convention at Charlotte Convention Center, 501 South College Street, 4:30pm-8pm Friday, 10am-5pm Saturday. Admission $4, under 13 free, tables $45. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; or phone: 404/233-7991.

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Videos

BY MIKE DEL VECCHIO

New Arrivals

There's lots of great railroading in northern Minnesota, as seen in **"Duluth Winnipeg & Pacific Railway,"** from Plets Express, P.O. Box 217, Altoona, WI 54720; 715/833-8899. The 165-mile DW&P is a red-white-and-blue subsidiary of Canadian National, and it's primarily a bridge road between the CN main line and the Lake Superior city of Duluth. Its recently rehabed right-of-way plays host to many trains a day, plus those of the Missabe Road over portions. The Plets tour begins at the south end of the line at South Itasca at DWP's C&NW/UP and Wisconsin Central interchange and heads north visiting what appear to be all of the key points on the road. A look at this tape will give more knowledge of this road to an outsider than a first time visit, including train tendencies and nicknames for various points. Plets' narrations are always very informative. The footage is high quality and mostly from lineside with a cab ride from Pokegama Yard to South Itasca ("Poky" to "South Eye" to railroaders), and the tape was shot almost entirely in good weather. Also included is nearly ten minutes of 1970s footage of the DW&P RS11s that roamed the line in various liveries, including the bicentennial unit. Also visited is the Minnesota, Dakota & Western as its Alco switchers kick around the interchange. A folded map and roster is included for handy reference while viewing. 100 minutes, $38.95 plus $4.00 shipping (Wisc. res. add 5% sales tax).

Milwaukee 261: fund raiser on freight

On August 13, 1995, 35 photographers chartered Milwaukee Road 4-8-4 261 to pull a freight train into the Pocono Mountains on the old Lackawanna Railroad main line (November 1995 R&R, page 60). With no tool car or water car and lots of track speed running, the images were very close to those of the postwar era (no wooden freight cars). With an unusually clear August day

continued on page 24

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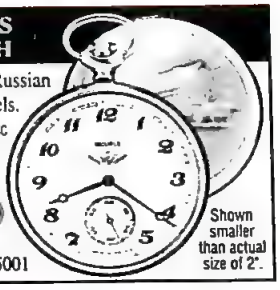

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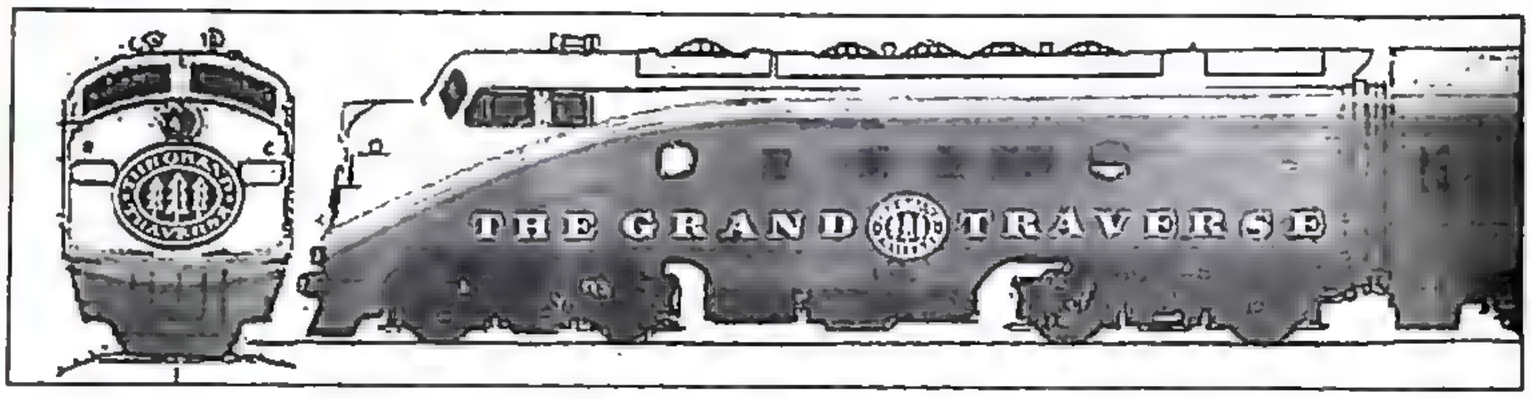
On the Menu

BY JAMES D. PORTERFIELD

Dining in Traverse City



News of dinner trains for the summer of 1996 opens with a bang. The first brand new year 'round train to be launched in four years will enter service with departures from Traverse City, Michigan, starting in May. Named *The Grand Traverse Dinner Train*, it's a multi-million dollar operation that has been in the works for over a year.

A recent conversation with Neil K. Klein, who, along with Dan J. Kelly, are the two businessmen behind this train, revealed that some of the small details are still being worked out. However, Klein's enthusiasm for the venture could not be concealed. In just one half hour he spoke so glowingly of the design team behind the refurbished train set; of the culinary skill of Kelly, whose "D.J. Kelly's" and "Kelly's Roadhouse" are leading dining establishments of the area; of the train set; and of the scenic beauty of the upper Michigan region. I immediately made plans to visit once the train is in operation. For now, this is known:

The bold colors of the *The Grand Traverse Dinner Train* is the work of world-renowned artist and graphic designer George Bartell, whose specialty is depicting anything that goes fast and whose fame is sufficient to have had an entire school of design — Bartellism — named for him. Richard Vartian, perhaps the nation's most noted creator of corporate heralds — his work includes designs for Carnation, TRW and Japan Disney — created the train's herald. These touches reflect an attention to detail of the glory era railroads, and it bodes well for the service

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level the *Grand Traverse* will offer.

Kelly's menu, especially for the four-course lunch and Sunday Brunch, are still in the planning stages. His five-course dinner is set to feature an appetizer of Smoked Whitefish Pate with seasoned bread sticks; a rich and hearty Fisherman's Seafood Chowder, a Wild Green Salad with dried cherry vinaigrette; entrees of either Garlic Roasted Prime Rib with Demiglaze and Yorkshire Pudding, Lobster Stuffed Whitefish Bechamel, or Sauteed Breast of Chicken and Prosciutto with a wild mushroom and Marsala sauce, all accompanied with fresh seasonal vegetables and starches; and, for dessert, Fresh Raspberry and Cherry Torte with Chocolate Fondue or Cherry/Raspberry Sorbet. "We will prepare everything on board, including the our seasonal bread sticks and fresh Bagettes," noted Klein. "Kelly envisions the train's cuisine to be even finer than what his restaurants are known for locally." Vegetarian alternatives will be offered as well.

The train set consists of two F7 cab units, one on each end of the train and each trailing a pair of former-Southern Pacific articulated dining cars which seat 56 guests apiece, and, in the middle, a baggage car converted into a kitchen car featuring two complete kitchens. The equipment heritage is being tracked down. "We bought it as a set," said Klein. "It's been restored from the floor up for dinner train service."

The 1926 Traverse City depot at Eighth and Woodmere Streets is being restored to serve as the departure point. The train will meander over former-C&O and PRR tracks — now owned by the Michigan DOT and operated by the Tuscola & Saginaw Bay — through the scenic woods and waters of the Grand Traverse Area along different routes at lunch and dinner. Luncheon departures — "At something like 12:04 p.m.," Neil says. "Trains never depart right at noon." — will head east past Cherry Capitol Airport, turn north along the east arm of Grand Traverse Bay, and then east to Williamsburg and back for a one and one-half hour, 20-mile round trip. The 50-mile, two and one-half hour dinner run departs at 6:00 p.m. (make that 6:07 p.m.?) to go south along Boardman Lake, then east following the Boardman River and Pere Marquette State Forest through Kingsley and on to Walton Junction north of Cadillac, before returning.

Some notes: The GTDT seats 224 and is air conditioned. The dress code is "Beverly Hills Informal," Klein jokes. "We anticipate groups and tourists, who generally dress to eat at a fine restaurant. And besides, when I say air conditioned, I mean you may *need* a jacket." There is no children's menu and no smoking; there is a cash bar (Neil notes that "local wines and specialty beers will be one of our trademarks"); no group rates as yet, but charters will be available as per a policy still being formulated at press time; and a gift shop on premises. Confirmed reservations are required up to departure, but several weeks advance reservations are recommended ("Make that a month, at least, during summer," Klein cautions.). No cancellations will be refunded. "We will not over book," Neil asserts. "It's just like buying tickets to a rock concert." VISA, MasterCard and American Express are accepted, contact: 616/93DEPOT (616/933-3768). ⇐

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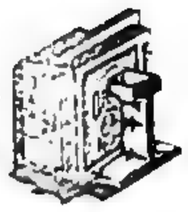

What's New?

The Run of the GEs — The Final North Western Motive Power Roster is a handsome send-off to the C&NW diesel fleet that was officially absorbed by UP in April 1995. This beautifully-designed and printed 90-page 8½"×11" horizontal-format softcover documents C&NW's locomotives in the final months before the merger. The first 20 pages pay tribute to the Dash 8-40Cs and super cab Dash 9-44CWs which helped modernize C&NW's fleet. After a substantial section on C&NW's paint scheme variations comes a 40-page illustrated roster section, covering everything from F7s, Geeps and switchers to SD18s, SD40-2s, SD50s, and SD60s. Roster tables list each unit by road number, model, builder's date and number, predecessor number (where applicable) and post-merger UP number. The photography is an equal mix of color and black and white, with action views from the Powder River Basin and the Midwest as well as close-ups of units and their features. It sells for $16.00 plus $3.00 shipping from the C&NW Historical Society, 309 22nd Street N.E., Cedar Rapids, IA 52402.

History of the Georgia Railroad by Robert Hanson is a 216-page 8½"×11" hardcover produced after nearly twelve years of research and writing on "the first railroad to operate in Georgia." From Augusta, the Georgia Railroad built west to what became Atlanta. The book details the road's history through its merger into the Seaboard System in 1983, with over 360 black and white photos of motive power, cars, stations and other subjects, plus full equipment rosters and a descriptive list of stations. Anecdotes from various writers add personal insight on "Georgia Road" topics. It sells for $49.95 from Overmountain Press, 325 W. Walnut Street, Box 1261, Johnson City, TN 37605.

Illinois Central Streamliners 1936-1946 by Paul Somers is a 112-page 8½"×11" hardcover dealing with the IC's earliest streamliners such as the all-Pullman *Panama Limited*, the all-coach *City of Miami*, the articulated *Green Diamond* and double-unit "motorailers" *Illini, Land O'Corn* and *Miss-Lou*. Black and white photos document all of the IC's passenger cars and locomotives from the period, and most are further described in diagrams and floor plans. Accompanied by rosters and IC advertising art, it sells for $19.95 plus $4.00 shipping from TLC Publishing, Route 4, Box 154, Lynchburg, VA 24503-9711.

Noted railroad historian Don Hofsommer explores the American business and operations of CN in **Grand Trunk Corporation — Canadian National Railways in the United States 1971-1992**. This 233-page 8½"×11" hardcover looks at CN's Grand Trunk Western, Central Vermont and

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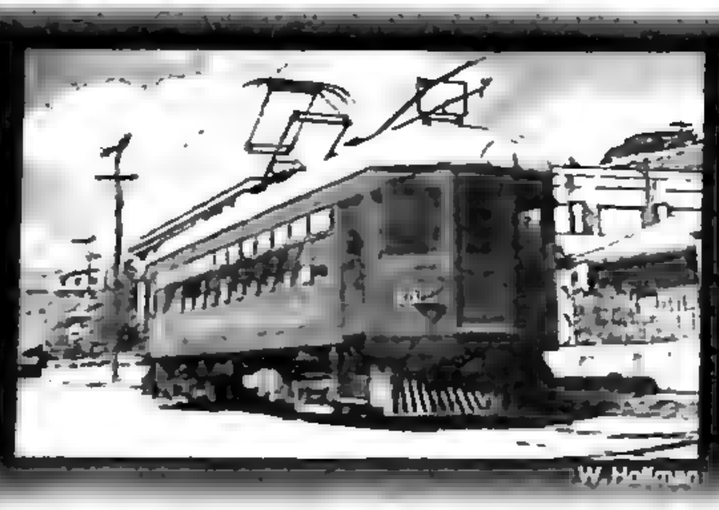

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Duluth, Winnipeg & Pacific from an insider's standpoint. More than 160 black and white photos accompany a meticulously-detailed text, and seven rear pages tabulate the GTW roster one unit at a time. It sells for $54.95 from Michigan State University Press, 1405 S. Harrison Road, Room 25, East Lansing, MI 48823-5202.

Riding the Rails — Tourist Guide to America's Scenic Train Rides is a 256-page 5½"×8½" softcover by William Herow that lists tourist railroads by state and describes them in basic terms. While there are no equipment rosters, the entries *do* include handy maps to find your way to the site, dates when special activities are held and brief-but-adequate outlines of the ride, boarding sites, schedules, etc. Supplemental tables mention motels, restaurants and other establishments close to certain tourist railroads, as well as such rail-related attractions as museums, historic sites and theme park train rides. It sells for $14.95 postpaid from Roundabout Publications, 2767 South Parker Road, Suite 240, Aurora, CO 80014.

Jersey Central's Camelbacks

One of the anomolies of steam were the Central Railroad of New Jersey's fleet of Camelbacks that pulled commuters until the very end of steam. Camelbacks were outlawed in the 1930s, and one of the grandfathered bunch of 4-4-2 and 4-6-0 geriatrics on the CNJ was actually the very last engine under steam. The second in the "The Hard Coal Carriers" series, **Volume 2, Camelback Twilight** by Gerard E. Bernet chronicles the last years of these antiques.

Photo by Harold Edmonson

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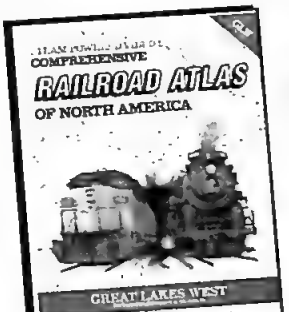

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This 96 page, 8½"×11" horizontal format softcover shows each of the classes in five chapters with five more discussing various aspects of working with and watching them. Much of the information hasn't been in print before. I found "Life Aboard a Camel" especially interesting with its discussions of coal dock politics — how much a hostler liked a fireman determined the quality of coal he got. Separate chapters show the 774 in fantrip service and CNJ's passenger stock.

The inside photos are black and white, generally two or three to a page, on glossy paper with plenty of tabular information. The covers are in color, and the photo reproduction is very good throughout the book, though the covers on our copy printed a bit dark. For its wealth of photos and human-side information, this book would be quite welcome in any railroad library, It's available for $19.95 plus $2.00 shipping (N.J. res. add 6% sales tax) from Railroad Avenue Enterprises, Box 114, Flanders, NJ 07836 — M.D.

SIERRA RAILROAD

TED BENSON

Sierra poster

The Baldwin era on California's Sierra Railroad has been immortalized with Ansel Adams-like quality with this poster from Ted Benson titled *First Light, Canyon Tank*, which Ted debuted at Winterail.

The R&R staffer's have long been an admirer of Ted's salon quality black-and-white photography, and this poster displays one of Ted's images with all the style and class of a New York gallery. The image shows Baldwin S12 No.40, itself not having run since the 1980s, braking its way downgrade in dawn's early light passing Canyon Tank in the accessible-only-by-rail Dry Creek Canyon between Cooperstown and Keystone. The Baldwin and its five woodchip hoppers and caboose are on a slight curve framed by trees and its own shadows. This scene is the perfect black and white composition; slightly rear lit to set off the detail and texture of the scene.

The photograph measures 10½"×14½", duotone printed and varnished on 18"×24" 80 lb. white cover stock. Ted's good friend David Styffe, of Westrail fame, designed the poster. David works for Gardner Lithograph in Buena Park, Calif., which was printing an Ansel Adams calendar and a similar poster project. As soon as the Ansel Adams job came off the press, Ted's poster went on and, as Dave says, "we gave Ted's poster the Ansel Adams treatment." The result is beautiful to look at, and it's available in limited quantities for $20.00 postpaid and tube shipped (ask for an autograph) from Ted Benson, P.O. Box 1164, Modesto, CA 95353 (checks and money orders only) — M.D.

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continued from page 17

and many riders shooting video, including myself (Hi-8) and video producer David Goodheart, the participants agreed that a video of the trip should benefit the 261. A total of seven shooters contributed footage (or inchage?). **No. 261, The Great Freight**, from Goodheart Productions, is that tape.

The show begins at the Scranton roundhouse as the 261 backs out, prepares for the trip and poses for roster shots in the perfect early morning light at Bridge 60 tower. Out on the line it's runbys-o-plenty at all kinds of popular and remote locations. More than 17 miles of one percent grade lay between Scranton and Tobyhanna; enough of a grade to send black plumes skyward. With sometimes three and four photo runs at a single location, there are often several angles at the same location shown one after the other — some low, some high and others from elevated vantage points. The 261 worked hard for each run past, often to an applause from the photo line. A few "talking heads" from participants are shown, including steam devotee Ron Ziel's famous quote that "dieselization was a fraud!" About seven minutes of black-and-white 1940s footage of Milwaukee Road S2 4-8-4s from the Mike Eagleson collection, is included.

Overall, this show is mostly non-stop steam action on freight under perfect skies for a good price. And all of the proceeds go to the upkeep of the locomotive. The tape is only available from the 261's gift shop car or from the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126. The tape runs 20 minutes and sells for $19.95 plus $3.00 shipping; 612/688-7320 — M.D.

Feature Reviews

"America by Rail, the West Coast," produced by Les Jarrett and Greg Scholl, distributed by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, VISA and MasterCard accepted, VHS only, 85 minutes, $19.95 plus $4.00 shipping (available in PAL for overseas viewers, add $6.50 shipping to Europe and $8.50 to Pacific countries; Ohio res. add 6% sales tax).

The U.S. has some of the most spectacular rail journeys of any country in the world, and this program covers one of them and then some. Long-time video producer Greg Scholl has again teamed up with Indianapolis television producer Les Jarrett to produce their second tape of great American rail journeys geared to general audiences.

This program is based around an Amtrak trip along America's "left coast." The journey begins at the Mexican border as the cameras board the San Diego trolley for a trip north to the Santa Fe station in San Diego. There we board an Amtrak *San Diegan* up to Los Angeles Union Passenger Terminal. From there it's Amtrak's northbound *Coast Starlight* all the way to Seattle in viewliners pulled by a back-to-back pair of GE Dash 8-32BWHs. En route are several scenic side trips to other railroads. All of this is well edited and set to an original score of contemporary Yanni-like music and ample narration.

The scenery along the way is spectacular, from the surf side running north of San Diego and Santa Barbara, to the serpentine Cuesta Grade, to the Cascade Range and to the regions of Mt. Shasta and Mt. Hood. The side trips are on lines truly worth the time to visit in scenery and equipment. For instance, not only do we ride behind the Shays on the three-foot Yosemite Mountain Sugar Pine Railroad, the cameras also ride ahead of the Shays at track speed. Another trip takes us aboard California Western's famous "Skunk" motorcars at Fort Bragg where we head into the remote hills as the driver picks up and drops off mail (does any other American railroad still regularly handle local mail service?) Yet another diversion takes us aboard Amtrak's *Pioneer* to Mount Hood, where we ride a genuine mixed train on the Mt. Hood Railroad. With revenue freight ahead of the passenger cars, the train backs three miles out to a switchback before heading upgrade to switch the freight customer en route. And another side trip takes us to Roy, Oregon, to ride the *Spirit of Oregon* dinner train, which is powered by a rare pair of sparkling Alco C415 center cabs, possibly the last two of these operating anywhere, and we're able to visit the kitchen as chef Patrick Duling prepares breakfast. The other trips include visits to the California State Railroad Museum and its companion Sacramento Southern excursions pulled by Union Pacific 0-6-0 4466, Yosemite Park and the space needle and monorail in Seattle.

This show covers nearly 1600 miles of train travel and, in all, is a good travelogue of a great journey at a modest price. I would recommend the tape, and the journey or any of the side trips — M.D.

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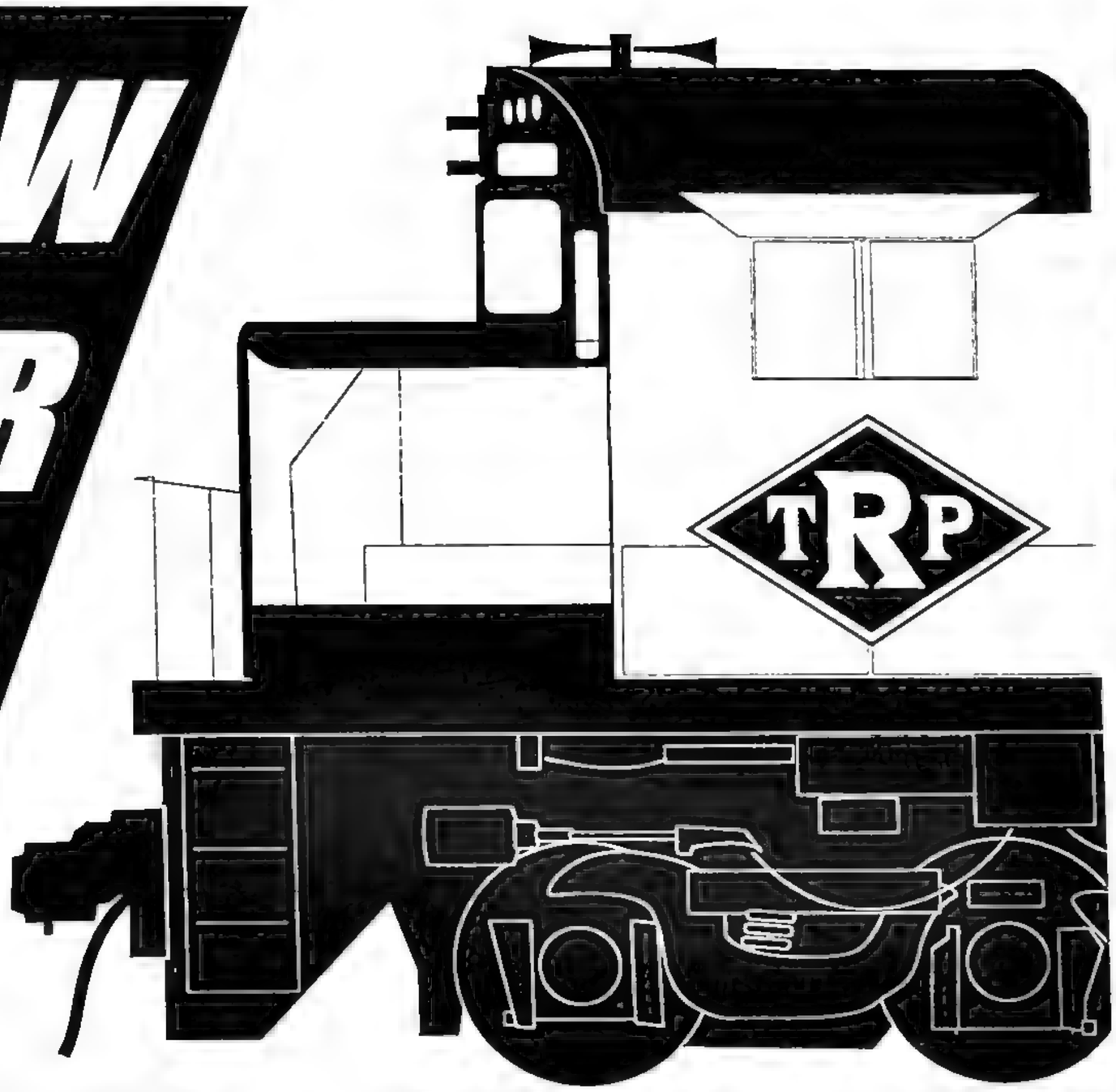

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BY JIM BOYD

Winterail 1996

GUEST COLUMNIST: MIKE DEL VECCHIO

The railfans came in droves to the Scottish Rite Temple in Stockton, California, on March 9, 1996, to the 18th Winterail, the best-known combination of multi-media slide shows and an all-day railroad swap meet. Winterail has become an institution in California as one of those "must do" events. Folks flew in from all over the country and all of the major rail-oriented magazines had representatives there. In fact, local rail magazine, book and video publisher Pentrex held their own evening of pizza, Pepsi and slides shows at the University of the Pacific in a small hall north of Stockton the night before.

And the railfans did come. I showed up in Stockton early Friday morning and ran into several groups of lineside fans who were all in town for Winterail. Early in the afternoon a "light engine" Santa Fe GP30 2734 on SP tracks stopped in front of me a couple of blocks south of Stockton Tower waiting for a signal to get back to home rails. Its crew shouted out the cab window "you in town for Winterail?... We're all going, too."

Also on Friday evening the Winterail staff holds their own pre-event slide show, which swells in attendance after the Pentrex show lets out. Outside afterward noted photographers Ted Benson and Dick Steinheimer were in the parking lot spouting some funny recollections ("Stein" has a great story about hunting the Milwaukee Road electrics, and being warned in Avery, Mt., by railroaders about the drunken bears in the woods, from eating fermented grain spilled during a recent derailment) It was there I handed Dick a copy of his book *Diesels Over Donner* for an autograph. A local railfan in the crowd with a camera wanted a photo of all of us together. Before he took the shot, I moseyed around to the other side of Dick to stand on the curb so that my six-foot-tall, well-fed self wasn't overly dwarfed by the six-foot-six-inch-long-and-skinny Dick Steinheimer. Even from a stepladder I'd still look up to Stein.

Back to the show. The 1996 line up was top notch and each show ran on-or-close-to-schedule. Kicking things off was **West of the Canyon** by Bill Meeker, which looked at Union Pacific's former-Western Pacific territory between Oroville and Oakland. This bit of railroad is often overlooked by visiting

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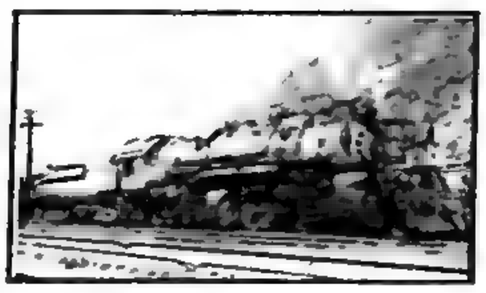

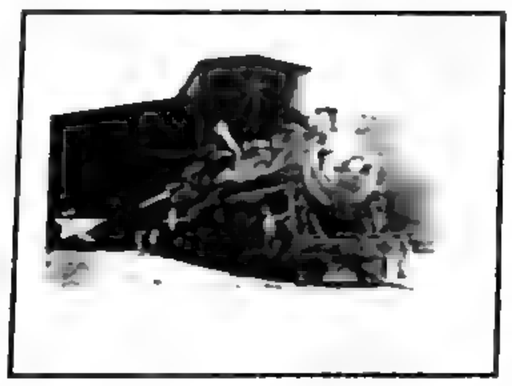

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Some prior issues:

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Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min. 13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min. 5
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Providence, RI to Boston, MA (FP-40) 1 hr. 9B
Denver to Grand Jct.,CO (FP-40) Part 1 ....1 hr.40 min. 17A
Part 2 .....1 hr.40 min. 17B
Part 3 .....1 hr.40 min. 17C
Part 4 .....1 hr.40 min 17D
Sparks, NV to Oakland, CA (FP-40) Part 1.....1 hr. 40 min. 18A
Part 2.....1 hr. 40 min. 18B
Part 3.....1 hr. 40 Min. 18C
Part 4.....1 hr. 40 min. 18D
White Fish to Havre, MT. (FP-40) Part 1..... .1 hr. 55 min. 19A
Part 2.....1 hr.55 min. 19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min. 20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min. 20B
Chicago to Michigan City (FP-40) 1 hr. 21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min. 21-5
Toledo to Detroit (FP-40) 1hr.50 min. 21A
Detroit to Jackson (FP-40) 1 hr.35 min. 21B
Jackson to Kalamazoo (FP-40) 1hr.30 min. 21C
Albany to Croton-Harmon (FP-40) 1hr.50 min. 22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr. 22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min. 23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min. 23B
Springfield to Worcester, MA (FP-40) 1hr.15 min. 23C
Worcester to Boston, MA (FP-40) 1 hr.20 min. 23D
North Sta. to Fitchburg, MA(RDC) 1 hr.25 min. 37
Rockport, MA - North Sta (Push-Pull)1 hr. 20 min. 38
Attleboro-So.Sta & Lowell-No.Sta. 1 hr.20 min. 39
Ipswich-No.Sta. & Stoughton-So.Sta 1 hr.46 min. 40
No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min. 41
Franklin to So.Sta.+HighNights of MBTA Lines 1 hr. 36
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr. 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr. 24B
Holtwood to Port Deposit (SD-40) 1 hr. 24C
Port Deposit to Amtrak "OAK" (SD-40) 1 hr. 24D
Pittsburgh to Suterville, PA (FP-40) 1 hr. 20-3
Suterville to Indian Creek (FP-40) 1 hr. 20-4
Indian Creek to Rockwood (FP-40) 1 hr. 20-5
Rockwood to Hyndman (FP-40) 1 hr. 20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr. 20-7
Stuart Tunnel to Martinsborg (FP-40) 1 hr. 20-8
Martinsburg to Dickerson (FP-40) 1 hr. 20-9
Dickerson to Washington, D.C. (FP-40) 1 hr. 20-10
Chicago to Miller, IN (South Shore MU) 1 hr. 25A
Miller to Michigan City (South Shore MU) 1 hr. 25B
Michigan City to South Bend (South Shore MU) 1 hr. 25C
Raritan to Newark, N.J. (Push-Pull) 1 hr. 12
Atlanta to Temple (FP-40) 1 hr. 30-1
Temple to Iron City (FP-40) 1 hr. 30-2
Iron City to Pell City (FP-40) 1 hr. 30-3
Pell City to Fairfield (FP-40) 1 hr. 30-4
Fairfield to Hull (FP-40) 1 hr. 30-5
Hull to Meridian (FP-40) 1 hr. 30-6
Chicago Union Station to Aurora (E-9) 1 hr 42 min. 72
Richmond to Alexandria, VA- R.F.& P.(GP-40) Part 1. 48-1
Part 2. 48-2
Part 3. 48-3
Part 4. 48-4
Atlantic City to Atco, N.J.(GP-40PH-2) 1 hr. 53A
Atco, N.J. to 30th Street Sta. Phila. (GP-40PH-2) 1 hr. 53B
Lindenwold, N.J. to Philadelphia (PATCO) 1 hr. 77
Hoboken to Montclair, N.J.(MU)+Hobokan Festival 1 hr. 67
Hoboken to Gladstone, N.J. (MU) 1 hr 30 min. 58
Hoboken to Dover, N.J. (MU) 1 hr 30 min. 59
Hoboken to Suffern, N.Y.(Bergen County Line) 1 hr. 60
Hoboken to Suffern, N.Y. (Erie Main Line) 1 hr. 61
Hoboken to Spring Valley, N.Y. (U-34CH) 1 hr. 62
Suffern to Campbell Hall, N.Y. (RDC) 1 hr. 63A
Campbell Hall to Port Jervis, N.Y. (RDC) 1 hr. 63B
Hoboken to Netcong, N.J.(Boonton Line) 1 hr 30 min. 68
Wayne Jct (Phila) to W.Trenton, N.J. (MU) 1 hr. 74
30th Street Sta.,Phila to Norristown, PA (MU) 1 hr. 75
Elwyn to Wayne Jct, PA (Media Line)(MU) 1 hr. 73
69th Street (Phila) to Norristown, PA (Bullet car) 1 hr. 48
Media, Sharon Hill Lines to 69th St. (Kawasaki Car) 1 hr. 50
Groton, CT to Gardner, MA. Part 1 One Hour. 81-1
Part 2 One Hour. 81-2
Part 3 One Hour. 81-3
Part 4 One Hour. 81-4
Providence, RI to Worcester, MA (GE B-23-7) 1 hr 35 min. 82
Jamaica to Speonk,NY (GP-38-2) 1 hr 20 min. 85
Babylon to Patchogue & return (FA & GP-38-2) 1 hr 12 min. 86
Pt. Jefferson to Huntington & Jamaica to L.I. City 1 hr 6 min. 89
Long Beach to Los Angeles, CA 1 hr. 13 min. 91
Green Port to Ronkonkoma, NY 1 hr. 15 min. 102
Ronkonkoma to Jamaica, NY 1 hr. 10 min. 103
Jamaica to Speonk, NY(Via Main Line) 1 hour 20 min. 104
Speonk to Montauk,NY (GP-38-2) 1 hour. 105
Anchorage to Wasilla, Alaska Part 1.....1 hr.30 min. 95-1
Meadows Yard to Dover, NJ (Boonton Line) 1hr.30 min. 94

TRACKSIDE ACTION VIDEOS
All One Hour - Color - Sound

"P.R.R. E-8 Diesels in Action" 32
"P.R.R. Double Headed Steam" 16
"P.R.R. Main Line Steam" 16-B
"Strasburg Steam" 6
"Amtrak's N.E. Corridor Part 1" 2-1
"Amtrak's N.E. Corridor Part 2" 2-2
"Amtrak's N.E. Corridor Part 3" 3-3
"Amtrak's N.E. Corridor Part 4" 3-4
"Amtrak's Harrisburg Line" 45
"B.N. E-8 Diesels in Action" 35
"Tracking The Big Apple" 44
"The Hudson River Lines" 49A
"Conrail's Reading Rails Part 1 92
"Conrail's Reading Rails Part 2 93
"Conrail Fast Freights - Middle Division" 51
"Conrail Fast Freights - River Line" 52
"Conrail Fast Freights - Juniata Rails" 66
"Conrail Fast Freights - Lebanon Valley Line" 76
"Railroading in Canada" 31
"Long Island Rail Road Hot Spots" 101
"Long Island Rail Road 160th Anniversary Special" 99
"Railroading in Nebraska". 96
"Whippany, N.J. Rail Festival 94" 97

TRACTION VIDEOS

"Trolleys of Philadelphia" 1 hr. Color-Sound 54
"Trolleys of Pittsburgh" 1 hr. Color-Background Music 55
"Trolleys of Boston" 1 hr. Color-Background Music 65
"Trolleys of Pennsylvania" 1 hr. Color-B&W- Music 43
"Philadelphia Trans. Co. 1930-68" 1 hr.B&W-Color-music 67
"Traction Action" Features trackside action of over 30 U.S. trolley lines, 1930 to 1950. 1 hr Color-B&W-Music 47

VINTAGE TRACKSIDE ACTION

"P.R.R. Power" Color-Sound 1 hr. 2
"P.R.R. Power Volume 2" Color-B&W-Sound 1 hr. 34
"P.R.R. Power Volume 3" Color-B&W-Sound 1 hr. 64
"P.R.R. Power Volume 4" Color-B&W-Sound 1 hr. 90
"P.R.R. GG-1 Volume 2" Color-Sound 1 hr. 26
"A Look Back In Time" P.R.R., Reading & P.R.S.L. 29
"The End of an Era" Vintage Erie, LV, CNJ, Reading, Lackawanna, D&H, & Rahway Valley operating in northern N.J. in the 1940s & 1950s. 1 hr. B&W-Sound. 1
"Memories of the B&O" Color-B&W-Sound 1 hr. 42

CLASSIC RAILROAD ARCHIVES SERIES

N.Y.Central-Reading Co. Vintage Movies
"Within The Oval", "The Steam Engine", "Safety At The Crossroads" Color-B&W-Sound-1 Hour. 8

P.R.R. Vintage Movies
"What In Blazes", "Clear Track Ahead", "GG-1 Head-End Highlights" Color-B&W-Sound-1 Hour. 28

Classic Railroad Archives Volume 1
"Progress On The Rails", "Fast Freight", "Coast To Coast In 48 Hours" Color-B&W-Sound- 1 Hour. 33

Classic Railroad Archives Volume 2 "Something For Everyone", "Big Trains Rolling", "225,000 Mile Proving Ground" Color-Sound-1 Hr. 33-B

Classic Railroad Archives Volume 3 "Thundering Rails", "Operation Reading", "Flight Of The Century" Black & White-Sound 1 Hr. 33-C

Classic Railroad Archives Volume 4 "Big Trains Rolling (1946)", "End Of An Era", "Icabod, the Man Without A Head" Color-Sound-1 Hr. 33-D

Classic Railroad Archives Volume 5 "On The Track", "Milestones Of Progress", "Tomorrow's Railroads", "Easy Does It" Color-B&W-Sound- 1 Hour. 33-E

Classic Railroad Archives Volume 6 "The Nickel Plate Story", "Main Line U.S.A.", "The Big Train" Color-Sound- 1 Hour. 33-F

Classic Railroad Archives Volume 7 "Railroads And National Defense", "New York Calling", "Rails, Wheels & Axels", "Tomorrows Railroads" Color-B&W-Sound- 1 Hour. 33-G

"American Flyer Boys Railroad Club" Vintage model R.R. and real R.R. footage. B&W-Sound 1 hr.20 min. 88

HOLLYWOOD'S RAILROAD TREASURES
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The Broadway Limited 1941 B&W-Sound-70 Min. 56
Paradise Express 1936 B&W-Sound-54 Min. 57
Phantom Express 1932 B&W-Sound-55 Min. 69
Danger Lights 1930 B&W-Sound-1 Hr. 70
Westbound Limited 1937 B&W-Sound-67 Min. 71
The Silver Streak 1934 B&W-Sound 73 Min. 78
Night Freight 1954 B&W-Sound 80 Min. 79
Streamline Express 1935 B&W-Sound-70 Min. 80
Union Depot 1931 B&W-Sound-70 Min. 83
Lost Express 1926 B&W-Silent -50 Min. 84
The Railroad Man 1923 B&W-Silent-51 Min. 100

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Volume 1 - , R.F.& P., Conrail, CSX, N.Y.S.& W., Amtrak, N.J. Transit, Blue Mountain & Reading, Reading Co., C.N.J.,Metro-North, Albany Cent., Valley Railroad. 301
Volume 2 - N.J. Transit Commuter Trains on Conrail's "Southern Tier" Between Port Jarvis & Suffern, NY. 302
Volume 3 - Non-stop Conrail freight action on the Middle Division between Lilly and Enola, PA. 303
Volume 4 - Non-stop Union Pacific freight action at many locations throughout Wyoming. 304
Volume 5 - Union Pacific "Challanger 3985" and diesel freight action at locations in Utah and Wyoming. 305
Volume 6 - More Union Pacific "Challanger 3985" and D&RGW, SP & UP freight action in Utah & Wyoming. 306
Volume 7 - N&W "J" 611 during the Roanoke R.R. Expo Oct.10 & 11, 1992 plus NS freights in VA & WV. 307
Volume 8 - Conrail freights and Amtrak Passenger trains in the Syracuse, NY area. 308
Volume 9 - Conrail freights and Amtrak (inc. Turbo-Train) in New York's Mohawk Valley area. 309
Volume 10 - Santa Fe freights and Amtrak passenger trains at many scenic locations in Arizona. 310
Volume 11 - Santa Fe, Union Pacific and Amtrak trains at many scenic locations in California's Mojave Desert area. 311
Volume 12 - Long Island Railroad diesel and electric commuter trains at many locations on Long Island, NY. 312
Volume 13 - CSX freights and Amtrak passenger trains at many locations from Virginia to Florida. 313
Volume 14 - CSX action at Cumberland, MD and Glencoe, PA. 314
Volume 15 - BN, Soo Line, CNW, NS, Amtrak & ICG in Illinois and Wisconsin. 315

NEW RELEASES

THE LONG ISLAND RAIL ROAD "HEAD-END" Speonk to Montauk (GP-38). 1 hr 16 min. Color-Sound. 105
THE LONG ISLAND RAIL ROAD "HEAD-END" Jamaica to Oyster Bay (GP-38). 1 Hour Color-Sound. 111
THE LONG ISLAND RAIL ROAD "HEAD-END" West Side Yard (FL-9) to Cold Spring Harbor 1 hr. Color-Sound. 112
THE LONG ISLAND RAIL ROAD "HEAD-END" Cold Spring Harbor to Port Jefferson (FL-9). 1 hr. Color-Sound. 113
THE ALASKA RAILROAD "HEAD-END" Wasilla to Sunshine siding (GP-38). 1 hr 30 min. Color-Sound 95-2
THE ALASKA RAILROAD "HEAD-END" Sunshine Siding to Canyon Siding (GP-38). 1 hr 30 min. Color-Sound. 95-3
THE ALASKAN RAILROAD "HEAD-END" Canyon Siding to Broad pass siding (GP-38). 1 hr 30 min. Color-Sound. 95-4
RAILROADING IN STRASBURG PENNSYLVANIA Trackside action. 1 Hour Color-Sound. 108
NORFOLK SOUTHERN IN VIRGINIA Trackside freight action in VA & WVA. 1 Hour Color-Sound. 109
BOSTON TRACTION Trackside action on the MTA 1956 to 1974. 1 Hour Color-Music. 110
PITTSBURGH TRACTION Trackside PCC action from 1961 to 1971. 1 Hour Color-Music. 114
TROLLEY TREASURES Trackside action at Baltimore, New Orleans, San Francisco and more. 1 hr Color-Music. 107
TROLLEYS OF SOUTHEASTERN PENNSYLVANIA Suburban lines in the 50's & 60's. 1 hr Color-Music. 106
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shooters who seem always heading for the Feather River Canyon.

Next was **The Lunch Box Warriors** by Shirley Burman, assembled and shown as part of her ongoing project to document the roll of women in railroading. More than 100,000 women worked for the railroads during both World Wars, and this very well organized, entertaining and informative program presented everything from old covers of *Railroad* Magazine to glorious wartime public relations' department glossies of railroad women at work on the trains and in the shops. For its competence and uniqueness of subject, this show should be paraded around the country and shown in various venues to a larger audience.

At 1:20 p.m. came **What Was Running in 1981?** by Eric Blasko. This western tour showed the presenter's pursuit of regular service F-units, Alcos and other bastions of period railroading. The tour began with orange F-units on the *Rio Grand Zephyr* in Colorado and Utah, U.S. Steel's F-unit fleet at Atlantic City, Wyoming, semaphore signals on the SP in Arizona and narrow gauge 2-8-2s on the Cumbres & Toltec Scenic. But the part of this show that got the biggest "Wows!" from the crowd were the Alco RSD12s and RSD5s working hard on the Utah Railway. One scene with an RSD12 blasting out of a tunnel outdid any steam locomotive for its huge black plume.

Ten Years of O.T. by Winterail producer Brian Rutherford was one of the highlights of the day in terms of scenery and photography, featuring both BN and UP using the same highly rugged and remote main line through the Deschutes River Canyon. The author has a bachelors degree in photography, and he's currently serving as managing editor of *CTC Board* Magazine based in Ferndale, Washington.

At 2:45 p.m. came a series of three "Winterail shorts," in response to past crowds asking for shorter shows. These included **Westside Rutabaga Retro** by Fred James, **Sierra Railway** by Guy Dunscomb and **Sunset Route** by Brad Hellman.

After the shorts and an intermission came two films from Don Olsen, the first titled **Southern Pacific Narrow Gauge, the "Slim Princess"** which ran 20 minutes. While the films were mostly black and white, the railroading was as colorful as existed in the steam era. SP's narrow gauge operation in the Owens Valley region of east-central California featured armstrong turntables, ancient-looking rolling stock and old-fashioned steamers with turtle back tenders. Someone would be doing railfandom a great service by converting these films to video and offering them for sale.

The second film from Don Olsen was 55 minutes of all-color, 16mm Kodachrome on **Southern Pacific's Shasta Route**. And Winterail was *the* place to show these films shot in the late 1940s and early 1950s as they featured steam on the main line between Oakland and Dunsmuir, plus operations on the Siskiyou Line and on the main line around Klamath Falls, Oregon. In addition to the steam were super views of the new *Shasta Daylight* with E-units and Alco PAs in respective paint. The enthusiastic applause for this show seemed as long as the show itself.

After the dinner break came the photo contest awards and the door prizes before leading into the three evening shows. First place in black and white went to Bob Finan with his "High Plains Reefer" featuring a weathered wooden refrigerator car standing on a farm near an equally weathered windmill. Second place went to Justin Dorn and third to Bob Sloan. The top prize went to Donna Goff of Oregon for her stunning broadside dusk silhouette of a train on a steel bridge spanning two rocky cliffs. Dick Dorn won third place (the second place color winner left before anyone got his name).

The first of the evening shows was **Chile: Railroading in the Other California,** the combined efforts of John Kirchner, Alan Miller and Jack Neville with additional photography from Kieth Ardinger and *Extra 2200 South* editor Doug Cummings. The photography and scripting of this show was excellent and the program was a terrific primer about a country with a variety of steam and diesel railroading on various gauges. With a California-like topography, its climate hits the extremes from wet areas to places with no recorded rain fall in history. All of the photos were taken on tours arranged by Chris Skow's Trains Unlimited

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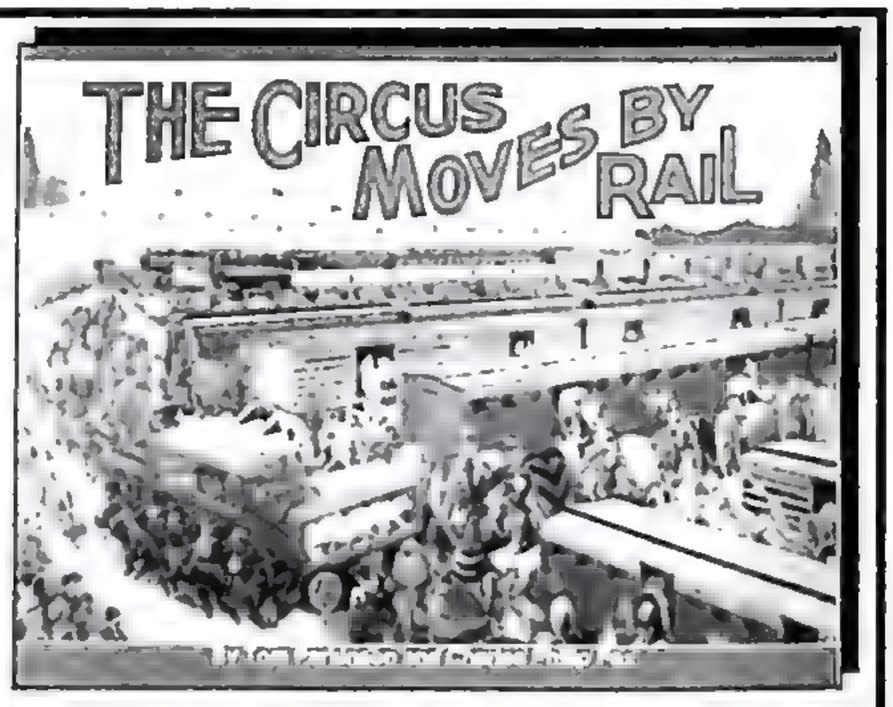

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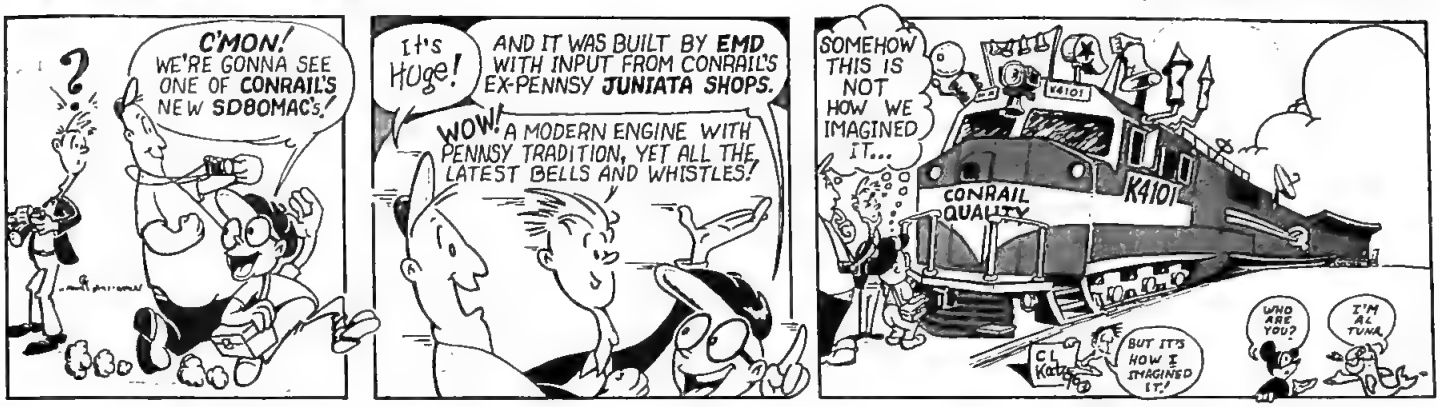
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The last two shows nearly brought the house down. Stan Kistler's **Images of Western Railroading (1947-1967)** displayed the not-often-seen color side of this man well-known for his black-and-white prowess during the glory years. Scenes of Los Angeles- and Cajon Pass-area railroading was followed by Bay Area commutes, Santa Fe throughout the Southwest and UP in Colorado, Wyoming and Utah. The stunning sunny images of steam and diesel action with several examples of artsy and tasteful framing and camera work were impressive.

The last show, **Celebrating 50 Years of Railroad Photography** with Richard Steinheimer, began with a touching and not-completely-unrehearsed introduction by Ted Benson who makes no secret of the fact that he considers "Stein" a mentor. And this show was classic Steinheimer, both in black and white and color. Stein toured his photographic life along the rails with stories and anecdotes with some familiar photos and several that haven't been seen in years, if at all. What impressed me most with Stein's show was his ability to work people into the shot without them looking posed. A master of light, and of the night, Richard is one of those rare "hall of fame" talents. Of course, a standing ovation wrapped up the evening.

In all Winterail 1996 attracted more than 1200 people, with 877 purchasing tickets to the slide shows. The seeds of Winterail were planted in the mid-1970s by Rod Loder of Oregon with his "Slide-a-Thons." By the 1980s Dave Stanley moved it to California as Winterail and it's been a tradition ever since. No other event in railfanning is geared so much toward the art form of rail photography. Anyone interested in improving their own rail photography need only attend. The fine slides shown or the many beautiful prints displayed for the contest contain a wealth of tips and techniques, and the photographers are usually handy to answer questions. I found myself anxiously looking forward to getting trackside in the days after Winterail.

Happily, Winterail has taken root, and other similar shows are sprouting around the country. New Jersey-based EastRAIL has taken to the road and in 1996 will be presented by the Harrisburg Chapter NRHS on May 4, 1996, (see TIMETABLE) as the "EastRAIL ROADShow." On August 10th the Cincinnati Railroad Club is hosting "Summerail" (see TIMETABLE), and another Winterail-like show is being organized in mid-America. If you can attend one, do so. There's no telling what great shots these programs will inspire you to make.

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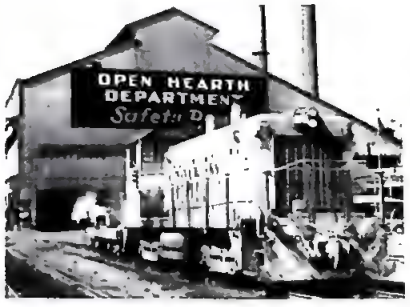

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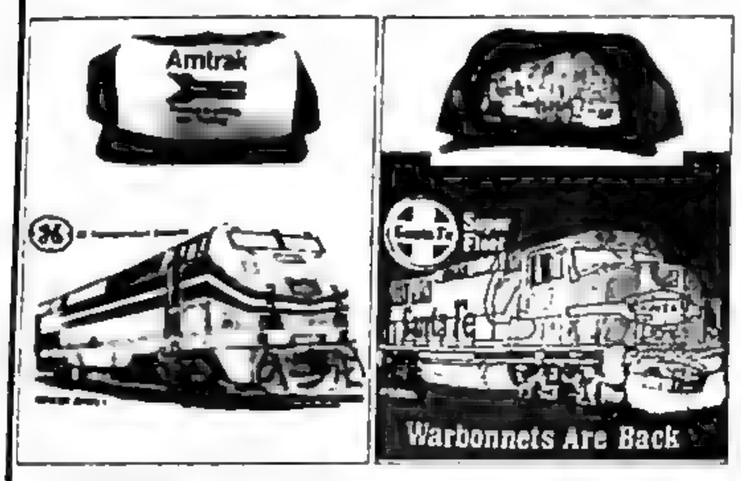

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Transit Currents

L.A.'s Angels Flight

For 68 years, Angels Flight funicular in Los Angeles carried passengers up and down a 315-foot hill. The area was up for redevelopment in 1969, so the funicular was dismantled. However, due to the historic significance of Angels Flight, the L.A. City Council and the Community Redevelopment Agency swore they would restore the landmark as part of the Bunker Hill Urban Renewal project. The promise was kept.

Pueblo Contracting Services and a team of construction associates have reassembled the past, and Angels Flight had a grand opening February 24, 1996, with television personality Huel Howser as emcee. The unveiling of the restored rail car *Olivette* occurred on Thursday, November 30, 1995.

The reason Angels Flight was built in the first place is that the area atop Bunker Hill was a residential neighborhood at the turn of the century. At the bottom of the hill was the L.A. business district. The difference in altitude between the two places made it difficult to get from one to the other. Colonel J. W. Eddy thought up the idea for Angels Flight, and he built the funicular railway. Construction started in August of 1901 and was completed on December 31, 1901.

In rebuilding Angels Flight, it was moved a half block from its original location, now sited between Third and Fourth streets. It runs from California Plaza at Olive Street down to the Grand Central market at Hill Street. Thanks to John A. Lee and John Smatlak for the good news.

Baltimore Light Rail Security

Walter Cherivtch says that an assault occurred on the Baltimore central light rail line in late October of 1995. A woman was shot in the right shoulder as she napped on a train between the North Linthicum and Ferndale stops in Anne Arundel County. Fortunately, the injury was not serious. Reportedly, a demented man fired the shot.

What is remarkable is that the security system worked and the person who shot the woman was arrested almost immediately after the incident. Each of the Baltimore cars is equipped with four cameras, which recorded the shooting. Police were able to identify and arrest the assailant within a very short time. Unfortunately, factors like this make it difficult to sell mass transit due to the perception of danger on the rails.

On a brighter note, Mr. Cherivtch notes that the 1901-vintage streetcar barn at Highland Town is being converted into 74 cooperative apartments for the elderly.

In additional news, the Baltimore MTA is seeking to increase the base fare from $1.25 to $1.35. At the same time it is going to offer a $3.00 unlimited-use all-day ticket. I have employed such all-day fares in Sacramento and Portland, and found them to be most useful and a good deal all the way around for someone making a number of journeys by public transportation during the course of a day. Again, thanks to Walter Cherivtch.

New Orleans Accident

Otto A. Goessl wrote in about the recent New Orleans streetcar collision, which took place around 10:00 a.m. Sunday, September 24, resulting in the injury of about a dozen riders. The cars involved were 937, which was the pilot model for the rebuilding of the famed Perley A. Thomas cars, and 900, which was the first car in the series of 73 cars, of which 35 remain.

Outbound car 937 was traveling at what bystanders on the street said was "half speed" over the Janette Street car house switch when it veered left onto the spur, and into the side of 900, which was heading at "full speed" downtown on the other track. The 937 knocked the 900 off the track and off its trucks as well..

According to Mr. Goessl, when the two trolleys struck, the 900 rose six inches off its trucks. Blame for the wreck seemed to be placed upon the weekend operator of the 937, who was inattentive to the switch position and did not make the mandatory safety stop. This probably actuated the electric track switch to flip to the turn mode, because 937's operator approached the contact point with the power on.

Despite the severity of the accident, it is expected that both the 900 and 937 will eventually return to service. Again thanks to Otto A. Goessl for the details on this sad accident.

Lancaster Station

Jim Fitzgerald wrote about the new Los Angeles Metrolink station at Lancaster, California, now under construction and intended for commuter rail service. The original Southern Pacific station there was destroyed by fire some time ago. The new station is to resemble the original, and it will sport a four-sided clock tower to let commuters know how much time they have to catch their trains.

Commuter Rail Lines for Denver?

Tim Moriarty sends interesting news from the Denver area. The Union Pacific

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

Funicular Reopens

Railroad is making it clear that it would like to provide commuter rail service in the Denver area. It is a good deal for everyone. The city gets improved transportation and the Union Pacific has an opportunity to boost traffic and increase revenues on infrastructure already in place.

In October 1995, the Union Pacific took transportation officials from the Denver area on a special train between Denver and Greeley, Colorado. The idea was to help boost the idea of passenger train service to those communities along the east side of the Rockies. The UP tracks don't go all the way to the new Denver airport, but they do go part of the way and might be the beginnings of a link to that major air terminal. The UP has also offered to sell its trackage between Denver and Boulder. The 32-mile link between the two cities might be an excellent commuter market. The railroad also offered to help develop train service between Fort Collins and Denver or Cheyenne and Denver. Thanks again to Tim Moriarty.

Cleveland's Dual-Hub Plan Revised

Cleveland's Regional Transit Authority failed to get support for its dual-hub rail proposal. This would have been a subway or surface line via Euclid Avenue linking the Public Square with University Circle on the east side. The expensive project simply could not take off. In an alternative proposal, bus-only lanes would be created on Euclid from the Public Square to University Circle. Meanwhile, the Waterfront light rail line, now under construction, would be extended south from the lake front to Playhouse Square, thus forming a loop with the east side Red Line rapid transit.

As part of the plan, and in order to boost ridership on the east leg of the Red Line rapid transit system between downtown and Windermere, the project would include relocated stations at East 22nd Street, East 89th Street, Stokes Boulevard, Murray Hill/Case Western Reserve University, and Little Italy/Mayfield. As a long-run part of the plan, a segment of the Shaker/Van Aken light rail line would be relocated between Woodhill and East 89th Street. This would free the railroad right-of-way for a bypass road. Thanks Jim Kamensky for the news.

Flashes

I get mail from people who have traveled all over the world to see and use public transit, particularly rail transit. One who recently wrote is Vitaly V. Uzoff, who laments the folly of the **LOS ANGELES GREEN LINE** light rapid transit. The problem is that the new rail service fails to reach the Los Angeles Airport, one of the major traffic generators in the entire state. He notes that such a thing would not happen in Germany or rest of the world, either.

If you are going to be in the **SAN JOSE** area in the near future, consider the trolley as something to visit and to use. It boasts a number of historic cars. The cars operate every day between Memorial Day and Labor Day. For information call 408/321-2300, or 1-800-894-9908. The San Jose Historical Museum is at 1600 Center Road, San Jose, CA 95112-2599, 408/293-2276; fax 408/277-3890. Thanks very much to Fred Bennett for the information.

TWO PHOTOS, JOHN SMATLAK

ANGELS FLIGHT reopened on February 24, 1996, (above and right) to big crowds. The downtown funicular, built in 1901, had been idle since 1969.
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Railnews

THE OLYMPIC FLAME "Flaming railfans" will have something new to pursue this summer as UP's flaming "Cauldron Car" will be at the rear of a special 19-car train that will help carry the Olympic flame to Atlanta for the summer games of the 1996 Cenntenial Olympics; the 100th Anniversary of the modern Olympic games. The Olympic flame itself will be carried over 15,000 miles by various modes — including horseback, runners, bicyclers, sailing ships, motocycles, Mississippi Riverboat, etc. — before arriving in Atlanta for the July 19th opening. And 3,000 of those miles will be by rail, marking only the second time that the flame has travelled by rail. While the formal name of the entire event is The 1996 Olympic Torch Relay, Union Pacific is referring to its moves as simply the Olympic Torch Train.

The Cauldron Car was specially built by Northern Railcar of Milwaukee, and Union Pacific is paying the bill in addition to have supplied the flat car for the conversion. The highlight of the car is a torch which sits at one end out in the open. When moving the flame will be surrounded by an curtain of air, thus preventing the flame from being blown out while travelling at track speed. The torch design came from Georgia Tech. The Cauldron Car will also be a mobile stage for numerous activities en route. While the car is scheduled for a formal debut on April 11, 1996, Northern Railcar had the unfinished car on a test run on March 18 in the Milwaukee area. Pulled by NRC's maroon-and-silver E9 10C, the UP business car *Feather River* and the Cauldron Car reached 70 m.p.h. to make sure that the flame wouldn't go out at speed. After the test, the car returned to the NRC shops to be completed and painted.

The Olympic Torch train will be something special, indeed, and Union Pacific is the railroad behind it all. The UP is supplying its matched excursion consist and has painted a pair of SD40-2s in an Olympic dark green with white lettering and heralds. UP 3316 and 3339 have been renumbered 1896 and 1996, respectively. Since 1996 conflicts with GP38 1996, the former-Katy Geep has been renumbered 19. The Olympic SD40-2s will be unveiled at Little Rock, and they'll remain on the train whether or not the torch is lit.

The 3000 mile rail journey with the torch will begin on April 30th at Yuma, Arizona, and the schedule at press time is as follows. Some changes could occur and much of the running will be at night, which should be spectacular with the flame lit (someone please take night shots! — M.D.). The train will run on UP tracks unless noted. Also note that the "deadhead moves" are simply to stage the train in another city — the torch on the Cauldron Car may be extinguished to travel by some other means to meet the train at another city.

April 30th; depart Yuma at 6:00 a.m. and arrive in Phoenix at 10:00 p.m. over the SP, then move on to Las Vegas.

May 1-2; depart Las Vegas 9:18 p.m. and arrive San Jose at 7:20 p.m. via L.A.'s Mission Tower (passing at 5:00 a.m.) and SP's Coast Line northbound in daylight. The train then moves to Sacramento.

May 4-5; depart Sacramento 6:16 p.m., arrive Eugene, Oregon, at 10:30 a.m. over the SP. The arrival time at Eugene may change, and then the train will move on to Yakima, Washington, on the Washington Central via Kennewick.

May 8-9; depart Yakima at 9:00 p.m. via Kennewick, and arrive at Ogden, Utah, at 8:30 p.m. Deadhead to Echo Canyon.

May 11; depart Echo Canyon at 10:30 a.m. for Cheyenne, Wyoming, and overnight there.

May 12; depart Cheyenne 6:45 a.m. and arrive at Denver at 10:30 a.m. Later, the train will deadhead back to Cheyenne for staging, then deadhead south on UP rails to Oklahoma City.

May 19; depart Oklahoma City at 3:15 p.m. and arrive in Fort Worth at 9:00 p.m. on BNSF. Stage on UP there, and head toward Jackson, Mississippi, entering KCS rails at Shreveport, Louisiana.

May 25-26; depart Jackson, Miss., at 10:45 p.m. and run west to Monroe, La., for a two-hour appearance, and the train will continue to Pine Bluff (arrive 8:25 a.m.), then on to Little Rock (11:30 a.m.) and to Memphis at 7:30 p.m. The train will park along the Mississippi River in downtown Memphis on former-IC rails.

May 27; depart Memphis at 9:00 a.m. and run via BNSF to arrive at Cape Girardeau at 3:15 p.m.; then deadhead north to Minneapolis/St. Paul via UP.

June 2; depart St. Paul at 10:30 a.m. and arrive in Milwaukee at 9:00 p.m.

June 3; depart Milwaukee around 7:00 a.m., arrive at North Western Station in Chicago at 11:30 a.m. The Olympic flame will continue to Atlanta via other means, and it will arrive on July 19 to begin the games.

Union Pacific arranged for, and is paying for, all of the special moves over all of the host railroads for the Torch Train. Meanwhile, the Atlantic Committee of the Olympic Games (ACOG) took money from Coca Cola to be the "official sponsor," so the UP's train will be modestly decorated with Coca Cola banners. Unfortunately, the UP's Olympic train will not get to Atlanta, although the cauldron car may be sent.

CONRAIL'S SD80MACs The a.c. traction era has begun on Conrail as the first of 28 SD80MACs entered service in February 1996. The 5000-h.p. units were assigned to a regular test schedule so Big Blue could evaluate their performance in a variety of services. Six units were assigned to the Intermodal Network, 14 to the CORE Network, and eight to the Unit Train Network. Although specific trains were supposed to be used for testing, the units have appeared on trains not on the test plan. In February the first two units, 4100 and 4101, were used on the Pittsburgh-Altoona PIAT/ATPI, then split up for service as single units on Chicago-Newark, N.J., TV-11/TV-12 (all of which were not in the test distribution plan). Other frequent assignments for the MACs have been on unit coal trains heading from Enola to the former Monongahela lines in southwestern Pennsylvania. With those 5800-gallon fuel tanks, though, the MACs have been able to make Chicago-Newark round trips without a fuel stop.

During the testing period, units 4102 and 4104 were leading eastbound loaded coal train UFY-950 over the Allegheny mountains of western Pennsylvania, with 12,600 tons and no helpers. On the west slope approaching Lilly (about five miles from the summit) the train stalled on the 1%-plus grade. A pair of SD40-2s were dispatched from Altoona to assist the MACs over the hill.

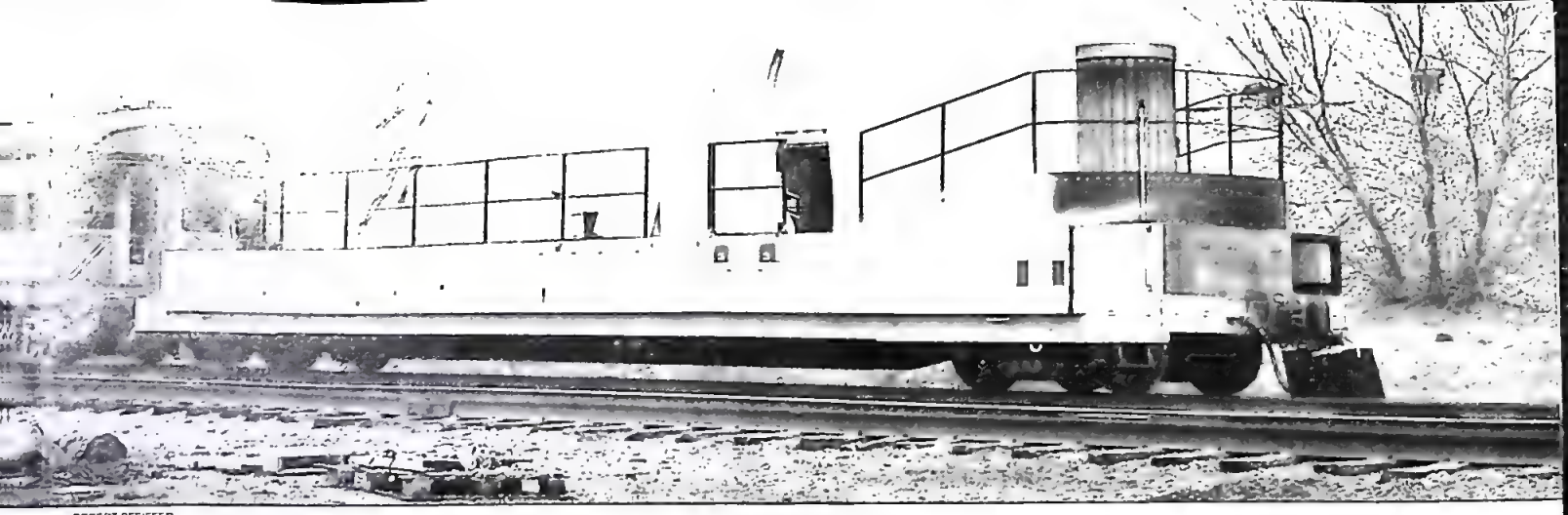
The SD80MACs received a unique paint scheme (**page 66**), featuring a white bow wave (dubbed the "White Smiley") on the traditional CR blue, to differentiate the units from their more common d.c.-traction brethren. All 28 MACs were expected to be delivered to CR's Juniata Shops in Altoona for painting by late Spring and be on the road as the summer unfolds. At 5000 h.p., they are the most powerful locomotives in North America for now, a title they will lose when EMD upgrades Union Pacific's 4300 h.p. SD90MACs with the new 6000 h.p. engine, and when GE puts their new 6000 h.p. Duetz engine in CSX and UP AC6000CWs.

BC RAIL BOUGHT BC Rail purchased 16 B36-7s in late 1995 to ease a power shortage. The units were formerly part of GE's lease fleet and last worked for Santa Fe (two were already in service in Canada for Great Canadian Railtours' *Rocky Mountaineer*). The units, ATSF 7484-7499, entered service on BC Rail retaining their Santa Fe paint and numbers, though they'll get BC Rail numbers 3601-3616 eventually.

SOUTHERN PACIFIC 4-6-0 2353 After a five year restoration, Southern Pacific 4-6-0 2353 moved under its own power for the first time since its January 18, 1957, retirement from SP. Owned and restored by the San Diego Railroad Museum, the class T-31 Ten Wheeler was test run on February 10, 1996, and then publicly debuted on Saturday March 2, 1996, when it pulled two coaches around Campo in southernmost California (**page 65**). The sight of 2353 under steam again really rolled back the clock for those who remembered it in service.

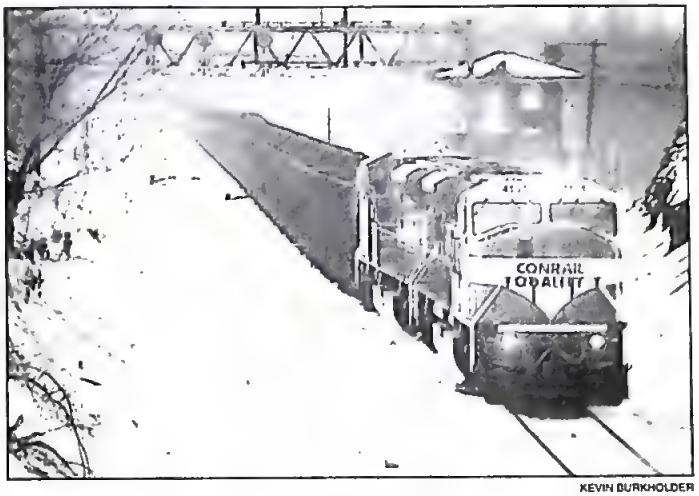
The 2353 is a 1912 Baldwin with a 1917 Alco boiler, and it's a veteran of the San Diego & Arizona line having operated there between 1927 and 1939, then again between the late 1940s and 1957. In addition, museum member Leonard Salisbury is a 1923-hired veteran of the line and the locomotive. It was a great treat to see him at the throttle during 2353's first days on the road again.

After retirement in 1957, the 2353 was displayed at the Imperial County Fairgrounds in Imperial, California, where it sat for nearly 30 years. In 1986 the Imperial County Fair Board donated the locomotive to the San Diego Railroad Museum in 1986 which soon trucked it to the Museum site at Campo, California (along the old



ROBERT PFEIFFER

THE OLYMPIC FLAME will travel 3000 miles aboard this Cauldron Car constructed on a Union Pacific flat car by Northern Railcar of Milwaukee, Wisconsin. The flame itself will be passed onto the torch, which when on the road will be surrounded by a curtain of air to, hopefully, keep the flame from blowing out. This unique vehicle, paid for by UP, was unfinished (**above**) in Milwaukee on UP's Kenosha sub on March 18, 1996, during its first road test.



KEVIN BURKHOLDER

CONRAIL's SD80MACs were dropping downgrade (**left**) at AR Tower in Altoona, Pa., on February 17, 1996, on Train UFY-950. With 98 loaded hoppers totalling 12,600 tons on the drawbar, this eastbound train had stalled around Lilly, Pa., about five miles from the Allegheny summit and Horseshoe Curve.

BC RAIL BOUGHT a fleet of B36-7s from General Electric. The 16 units were built for Santa Fe in 1980 as 7484-7499, and they later became part of the GE lease fleet. BC Rail purchased all 16 units during November 1995, and by year's end they were in service north of the border. BC Rail plans to number them 3601-3616 eventually. No.7484 (**below**), the class unit, was photographed on February 2, 1996, with other BCR units at the Fort St. John, B.C., engine facility along the Alaska Highway in Peace River country.

HANNA MARIE EMES

SD&A). The restoration took nearly five years and $250,000 including donated material and services.

The first public debut with 2353 will be on May 4th at Miller Creek, Calif., and the first planned excursion is a June 1, 1996, trip from Campo, Calif., to Tecate, Mexico. For fares and information, contact the SDRM, 1050 Ketner Blvd., San Diego, CA 92101; 619/595-3030 — JOHN DERENZO and DALE L. BROWN, JR.

AMTRAK's F40 BAGGAGE CARS Amtrak is putting new life into old F40PHs. During February 1996, Amtrak's Beach Grove shops turned out cab control/baggage cars 90225 and 90368, which are the carbodies of F40PHs 225 and 368 which have been gutted, motorized roll doors installed in both carbody sides and the cabs restored to service. Interestingly, these two prototypes don't have an official name or designation as yet, but thus far have been referred to as "NPCUs," for non-powered control units. Both are painted in Amtrak's 1980s-era platinum mist paint scheme (rather than any of the newer paint schemes on GE's Dash 8-32BWH "Pepsi Cans" or the AMD-103s).

The creation of these baggage cars makes use of "basket case" locomotives that would likely only otherwise be scrapped, and the intent is to use them as cab control cars on push pull trainsets. These were not created in response to the recent commuter train collisions (see May 1996 RAILNEWS, page 34) where riders in the cab control coaches received the worst injuries, causing cab cars to come under scrutiny. But these cars would be a good solution. Similar equipment, namely HEP-equipped Alco FAs, have operated for years on the Long Island Rail Road, and "DVTs" (Driving Trailer; a cab at one end of a baggage car) have been used on British Rail.

At press time, both units were in *Hiawatha* service between Chicago and Milwaukee. These two NPCUs are experimental, so there is no production schedule on future units. Amtrak is considering the possibility of marketing such F40 conversions.

UNION PACIFIC The first of 50 SD90MACs from EMD began showing up on Union Pacific during February 1996. Numbered 8000-8049, these a.c. traction units are rated at 4300 h.p. to be upgraded to 6000 h.p. later when EMD's new "H" series, four-cycle 6000 h.p. prime mover is available. Union Pacific as a total of 150 SD90MACs on order; 50 for 1996 delivery, and 25 per year for the

next four years. The SD90MACs are also equipped with UP's "distributed power" equipment to either control to be used as remote control mid-train helpers. So far, the crews "like 'em," according to UP public relations executive John Bromley. The UP's SD90MACs also feature the WhisperCab and radial trucks. The SD90MACs were kept together on Powder River coal trains, but after April 1, 1996, they will be scattered throughout theUP system.

THE SHOO-FLY Nearly a year after it had done so in 1995 (July 1995 RAILNEWS, page 66), Union Pacific built a shoo-fly around a bulge in its former-Western Pacific main line through the famous Altamont Pass. Heavy rains again in the spring of 1996 caused an underground mud slide which is raising the road bed. In the bottom photo on page 66, the line of gray ballast had track on it, and the right-of-way was located where the naked dirt is just to the left of the ballast. Union Pacific engineers (P.E.'s, that is) are trying to find a permanent fix for the problem and so far a wall of boulders has been built. Perhaps the trackless SP roadbed nearby can help.

The Altamont shoo-fly is a boon to rail photographers as the track speed through the area is 10 m.p.h., with trains often stopping and proceeding. In a place with relatively few trains per day — usually less than a half-dozen — and normally only one shot possible in the pass, the speed restriction makes several photos possible of each train that does run. With its vibrant green treeless hills, Altamont is truly a great place during shoo-fly season.

NORFOLK SOUTHERN Nearly a third of the 120 Dash 9-40CWs that Norfolk Southern is expecting in 1996 are on the property, and so far NS' first super cab locomotives are circulating far and wide, on and off the system. A pair of them have been assigned to trains W78 and W79 which run between Spartanburg, S.C., and Ashville, N.C, conquering the famous Saluda grade in southern North Carolina (**page 66**). In addition, the black super cabs have been seen on several interline roads, such as Conrail and Susquehanna.

Norfolk Southern bought 240 Dash 9-40CWs (8889-9008) with 120 due in 1996. The first several are being shipped in primer and painted by NS at Chattanooga. In spite of the safety cab and air conditioning, the NS units are equipped with conventional "pre-super cab" control stands, and the NS units are set up for dual control, meaning that they can be used "long hood forward." Also, the units are rated for 4000 h.p., though the computer software can be reconfigured to produce 4400 h.p. So far, the unique Dash 9s are proving reliable.

LAKE STATE RAILWAY Former-New Hampshire & Vermont RS11 405 is the newest unit on Michigan's Lake State Railway Company, operators of the former Detroit & Mackinac Railroad since 1992. Following the D&M tradition of numbering locomotives for the month and year they were purchased, the 405 will become the 1195, though it was not as yet renumbered at press time.

Lake State operates more than 300 miles of the former-D&M line in northern Michigan, and it owns a fleet of a dozen Alcos including four C425s and smaller power. D&M RS2 468 and S1 646 are out of service — W.T. CLYNES.

BATTEN KILL The flood waters that swept through the northeast on January 19-20, 1996, affected many of the region's short lines, but the small Batten Kill Railroad in eastern New York state may have had the most unique problem. A mud slide just east of Greenwich separated the road's engine house (and locomotives) from its interchange point with Springfield Terminal at Eagle Bridge. The line's major customer, Agway in East Greenwich, is located on the same side of the slide as the interchange, so the railroad leased CP Rail RS18 1810 to maintain service. The Batten Kill returned the MLW unit on February 14.

The Batten Kill operates 32 miles of track from Eagle Bridge to Thompson, N.Y., near Albany. The normal power for this former Delaware & Hudson branch is two Alco RS3s.

FEC FOR SALE The board of directors of Florida East Coast Industries recently appointed a committee to determine if its subsidiary Florida East Coast Railway should be sold. In order to facilitate the sale, FECI has arranged to swap its real estate subsidiary, Gran Central Corporation, for the 54% of FECI held by St. Joe Paper. The tax free swap will enable FECI to put the railway on the market without St. Joe management approval. The 54% of FECI is worth approximately $375 million. The estimated value of the railway is $400 million and the Gran Central real estate operation is valued at $300 million.

The most logical purchaser of FEC is Norfolk Southern. It is doubtful the state of Florida would consent to a takeover by CSX, which would all but eliminate rail competition in the state. The FEC and NS are already cooperating in run-through service to points in Georgia. RailTex, operator of 25 short line railroads, also expressed interest in evaluating FEC for possible acquisition.

The FEC operates roughly 350 miles of main line and 90 miles of branches extending from Jacksonville south to Miami, Florida. The line operates 79 EMD diesel locomotives and has 3,000 freight cars. The most important connecting railroads are CSX and NS.

Prior to the Castro takeover of Cuba, the FEC operated a rail barge service to the island nation which moved rail cars to the National Railway of Cuba. The FEC is currently a major transporter of intermodal containers, crushed stone and general freight. About 44% of FEC revenues are earned from traffic originating and terminating on its home rails — WALTER A. APPEL.

THE GRAND CANYON RAILWAY As reported in the March 1996 RAILNEWS, the Grand Canyon Railway has acquired a second MLW FPA4 for its regular passenger operations. Former VIA/CN 6793 joins sister 6773 and has been painted into the GCR scheme of Pullman green with gold striping and lettering.

GCR 6793 last ran in the mountains of West Virginia for the *Potomac Eagle* tourist operation on the South Branch Valley. While there it was painted in a blue-and-silver Missouri Pacific-inspired scheme. The unit was purchased by the GCR in late 1995, making the move from the lush Potomac River valley to the Arizona desert.

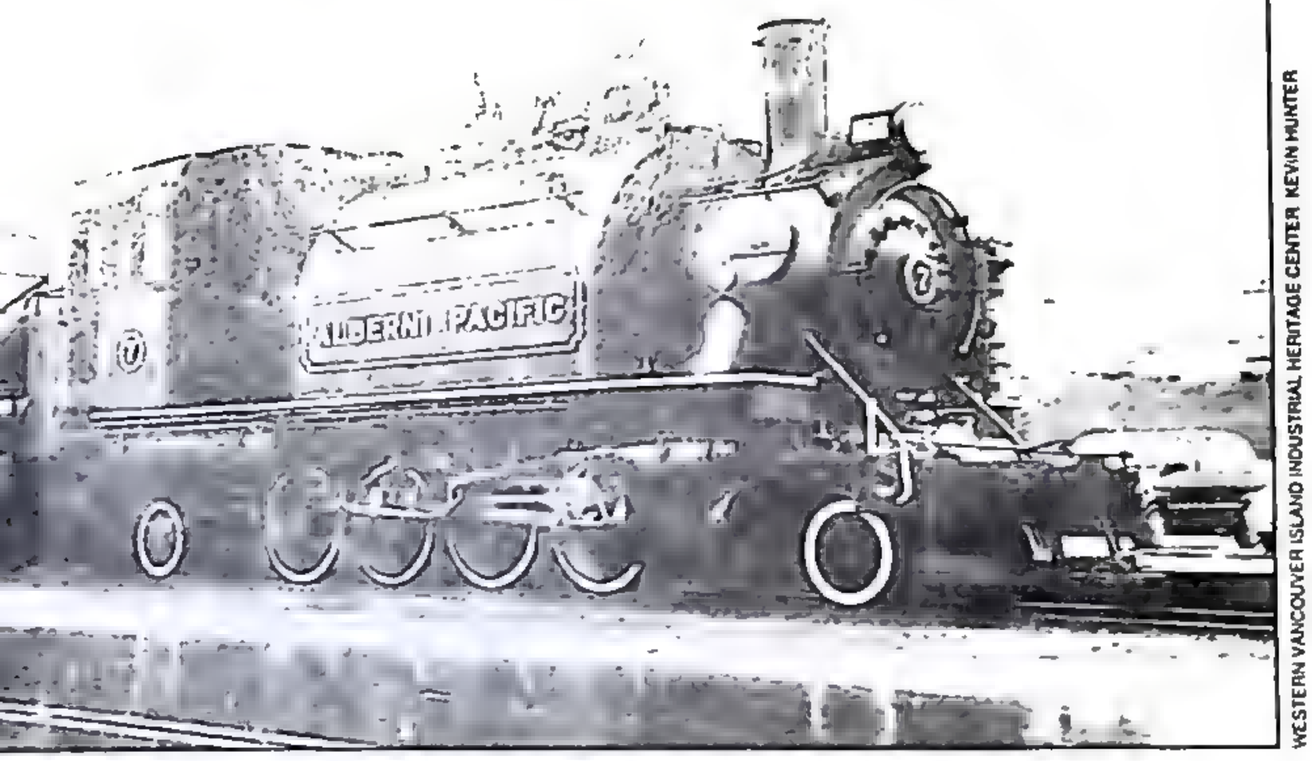
The GCR operates passenger service year 'round from Williams, Arizona, to the south rim of the Grand Canyon. The two FPA4s will power the trips from October through Memorial Day weekend. In the summer months the GCR relies on steam power, utilizing Lake Superior & Ishpeming 2-8-0 18. Making its debut this year on the GCR will be former Chicago, Burlington & Quincy 2-8-2 No.4960. GCR cheif mechanic Robert Franzen reports that the 4960 should be in full operation during June. A railfan weekend is planned for October 5-6, watch TIMETABLE for an official announcement.

THE GRAY AND TUSCAN Canadian Pacific Railway's classic colors are being revived by the Canadian American Railroad, new operators of the western half of CPR's old International of Maine, most recently operated as CP's Canadian Atlantic Railway. The Canadian American is owned by IronRoad Railways of Washington, D.C., which also owns the Windsor & Hantsport in Nova Scotia and Iowa Northern. The CAR operates roughly 200 miles of track from Brownville Junction in central Maine west to Sherbrooke, Quebec.

One of the first visible signs of the tuscan and gray appeared on Canadian American's newly rebuilt GP40 No.40 (**page 3**), formerly CSX 6633, built as B&O 4058. En route from being rebuilt in the midwest, the Geep was placed in service on Union Pacific on local freight YCH-51 from Dolton to Chicago Heights on March 2, 1996. This allowed IronRoad to evaluate the unit prior to its acceptance.

Canadian American may become a link in a new service linking Canadian points with Selkirk (Albany, N.Y.), Detroit and Chicago. The Bangor & Aroostook is looking into bringing freight into Maine at Madawaska and handing it off to the Canadian American at Brownville Junction. Canadian American would then forward the traffic to CP Rail. This would result in a substantial time savings over the traditional all-Canada routing over CN around Maine.

AIR FORCE SWITCHERS The Kentucky Railway Museum in New Haven, Ky., took delivery of the second of two Whitcomb RS4TC end cab 60-ton diesel-electrics during March. The rare pair, numbers 4010 and 4044, was purchased from the Air Force, and both were delivered to KRM on a flat car loaned by Amtrak. They arrived in excellent shape and they'll pinch-hit for the Museum's Monon BL2 No.32 this summer.

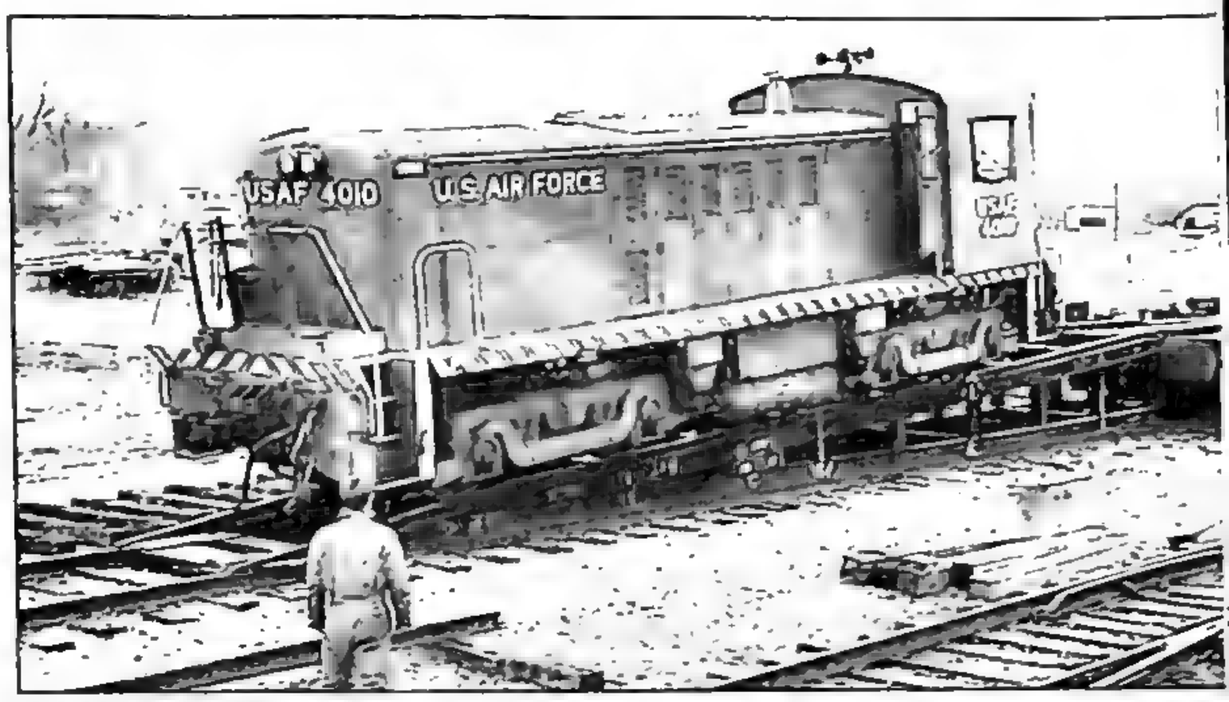


WESTERN VANCOUVER ISLAND INDUSTRIAL HERITAGE CENTER KEVIN HUNTER

ALBERNI PACIFIC No.7 was under steam on December 7, 1995, while pulling Santa Claus trains along Port Alberni's waterfront on Vancouver Island. Built by Baldwin in 1929, the unusual 2-8-2T spent its entire working life on Vancouver Island, and it will pull passenger excursions there each summer weekend during 1996.

DAVID HURT

AIR FORCE SWITCHERS were purchased by the Kentucky Railway Museum as "protect" power on KRM's excursions. No.4010 (**below**), one of two identical units, was being unloaded on Museum grounds at New Haven, Ky., on Saturday, March 6, 1996. Air Force 4010 and 4044 are unusual in that they were built by Whitcomb but carry Baldwin builder's plates. Rebuilt in 1987, the units now have 500 h.p. caterpillar prime movers and EMD control stands. Amtrak loaned KRM the flat car.



KENTUCKY RAILWAY MUSEUM E.M. BELL

MERIDIAN & BIGBEE bought three "Paducah rebuild" GP10s, 107-109, to replace five aging GP7s and GP9s on the 51-mile Mississippi short line. Shown at Meridian on Super Bowl Sunday, January 28, 1996, M&B 109 was Illinois Central 8156, but was built for Union Pacific as cabless GP9 141B. Note 109's angular cab.

W.T. CLYNES

LAKE STATE RAILWAY bought Alco RS11 405 from New Hampshire & Vermont during November 1995, and in keeping with tradition will number the former-N&W unit 1195. Still numbered 405, LSR 1195 sits at Alpena, Michigan, on February 24, 1996, with out of service RS2 468.

The 4010 and 4044 were part of an order of 45 identical units, with a cloudy past. Despite being Whitcombs, the builder's plates read "Baldwin-Lima-Hamilton." The Museum can't verify a built date for the units, but some sources indicate it was around 1955. It is known, however, that these two spent most of their career in France before returning to the United States in 1978. In a 1987 rebuild they received 500 h.p. caterpillar prime movers, new cooling systems, EMD-style control stands, Dash-2 electrical systems with m.u. capability and schedule 26 air brakes. They finished their careers at Shaw AFB in South Carolina hauling jet fuel

Meanwhile, Monon BL-2 No.32 has entered KRM's shop for its first major overhaul in 25 years. The unit will be completely redone mechanically and cosmetically, and it will emerge in the scheme it wore when delivered from EMD in 1948. It is anticipated the BL2 will be ready in time for the Monon Historical Society's convention at KRM on September 1, 1996.— KRM: E.M. BELL.

ALBERNI PACIFIC NO.7 After 23 years of hibernation, Alberni Pacific 2-8-2T No.7 has returned to steam in Port Alberni, British Columbia. More than eight volunteers of the Western Vancouver Island Industrial Heritage Society worked tirelessly for almost two years to restore the 1929 Baldwin to mint condition.

The locomotive spent its entire working life on Vancouver Island, originally as the Campbell River Timber Company's No.2. It was sold in 1939 to Alberni Pacific Lumber Company, where it was their No.7 and worked the main lines of the Alberni Valley for 14 years. Its biggest claim to fame, however, came after it was sold to MacMillan Bloedel, British Columbia's largest logging company, in 1953. In November 1954 the now-numbered 1007, crashed through a bridge during heavy rains, drowning the engineer and head brakeman in the cab. Several weeks later it was rescued, found to be in surprisingly good condition, and worked until it was retired in 1972.

The tank engine will be used in summer tourist service in Port Alberni. The Heritage Society will host a Grand Opening on the weekend of July 1, 1996, celebrating the completion of the restoration of their Esquimalt and Nanaimo station — KEVIN HUNTER.

E&N RAILFREIGHT CP Rail System announced a new freight initiative for Vancouver Island called E&N Railfreight, which will be a separate business and operating unit of CPRS. A snappy new paint scheme has been applied to GP40 3005 (**page 3**).

E&N Railfreight operates approximately 170 miles of track from Victoria, British Columbia, to Courtenay and from Parksville to Port Alberni. It will not offer passenger services, but its tracks will remain available to VIA and they are prepared to work with any qualified group to investigate other passenger-related services.

MERIDIAN & BIGBEE Three Paducah rebuilt GP10s were recently purchased by the Meridian & Bigbee, numbered 107-109. The 107 (former IC 9367) has been named "In Honor of Marvin Dendy," a former M&B president who recently passed away, while No.109 (ex-IC 8156, built as cabless UP 141B) has been given the "Operation Lifesaver" treatment. The third unit, 108, was former Illinois Central 8323.

Meridian & Bigbee operates 51 miles between Meridian, Mississippi, and Myrtlewood, Alabama. The three rebuilds have replaced five aging GP7s and GP9s. The lone CF7, No.106, remains active.

PHOTOGRAPHY, MARTIN E. HANSON, EXCEPT AS NOTED

THE VETERAN STEAM CREW of Roy Hill (left) and Martin Hanson (right) from the City of Prineville Railway were having their first day with Pete Replinger's Peninsula Terminal No.16 on March 6, 1996, working the Port of Shelton Railroad. Number 16 was built by Alco in 1929 as Crossett Western No.10 and became Hammond Lumber No.16 in the 1940s.

kept history alive in the truest sense by preserving three steam logging locomotives.

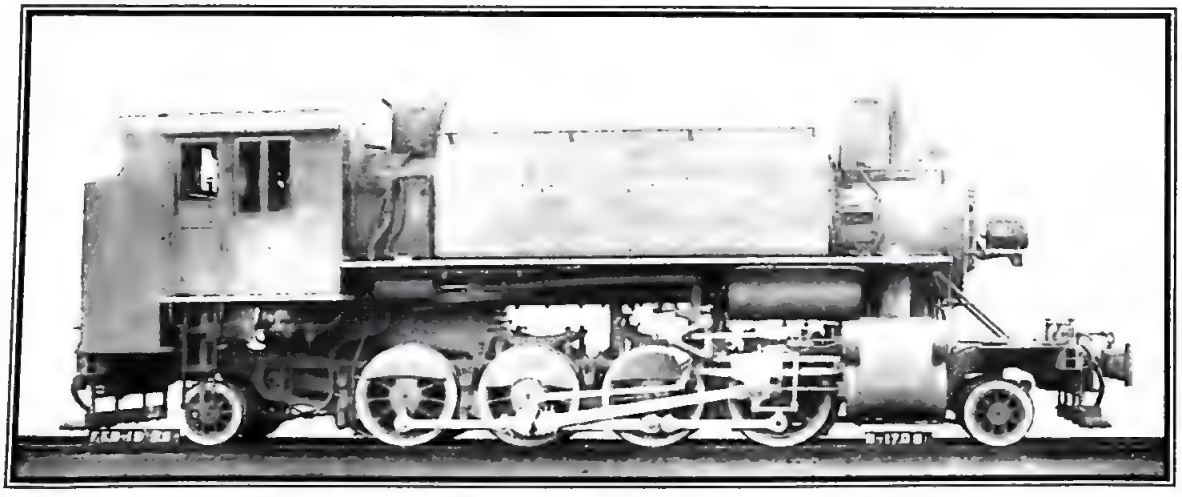
One of these "lokies" (as they were called in the Western woods) is 2-8-2T No.16, which has been restored and kept in operating condition for occasional use. This 70-ton Mikado was built by Alco in 1929 for the Crossett Western Company of northern Oregon. The engine served many years hauling the charred timber out of the Tillamook Burn until the early 1940s, when she was sold to the Hammond Lumber Company of Samoa, California. The saddletank Mike hauled redwood logs for Hammond until the early 1950s, when she was retired in favor of trucks. After a few years of sitting around the Hammond shops, No.16 was placed on display in a park in Samoa. There she sat rusting in the ocean mist for another decade.

In the late 1960s, Pete heard that the local townsfolk were hoping the locomotive would go away. After a few words of persuasion at the Samoa City Hall, Pete had the blessing of the town and the title to No.16.

Now we can fast forward several years. Number 16 had been moved to Shelton, Washington, in the early 1980s and restored with the help of Pete's friends such as Harold Borovec (engineer of Cowlitz, Chehalis & Cascade 2-8-2 No.15). In November 1985 No.16 had the honor of heading the final steam-powered log train in the United States when

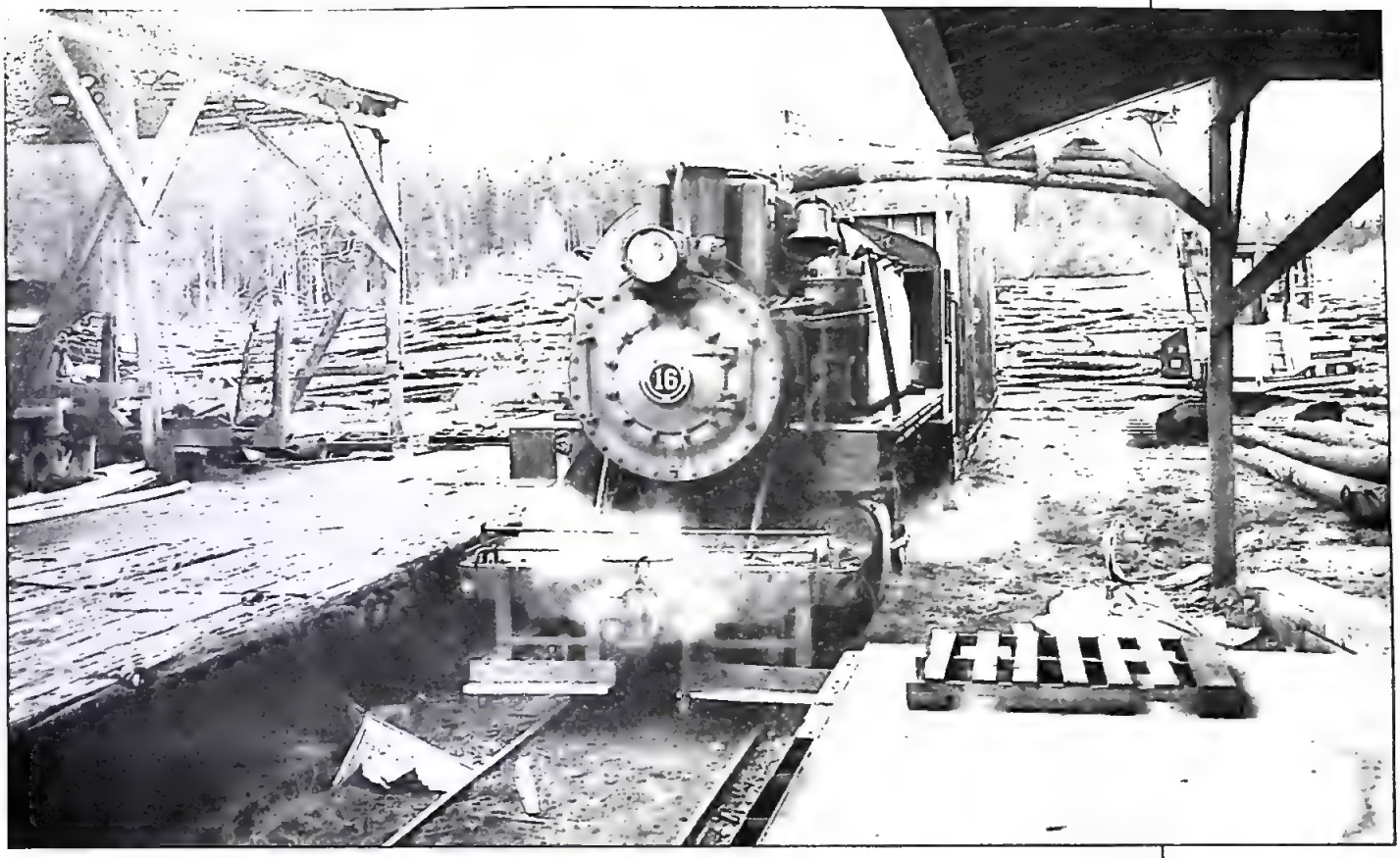
Backwoods

AMREICAN LOCOMOTIVE COMPANY



As the turn of the Twentieth Century fast approaches, fewer and fewer opportunities present themselves to taste railroad life "as it used to be." Up in the rain forests of western Washington state, railfan Pete Replinger has been keeping the history alive for the last 30 years through his chronicling of Western logging in many railroad magazine articles and his book on Simpson Timber Company of Shelton, Washington. In addition to his writing Pete, an engineer on Simpson's logging railroad, has she brought the last logs down from Simpson's Camp Grisdale. Since then No.16 has stayed at the roundhouse (yes, an actual *brick* roundhouse) at Shelton and seen occasional use on special logger's festival weekends.

Besides his work on the Simpson Timber railroad, Pete holds the contract to do all the switching on the Port of Shelton Railroad, near its namesake town. The primary freight received by the Port is raw logs from out-of-state sources for processing by several aging



Steam Crew: 1996

by Martin E. Hansen

mills located at the Port. Pete has used a veteran six-axle military Alco unit acquired 15 years ago as surplus from the U.S. Navy to do the switching, but in late 1995 the diesel suffered cylinder head problems that required extensive repairs. Fortunately, the Port was experiencing a temporary lull in its receipt of raw logs at that time.

In early March 1996, however, Pete received word that four cars of raw logs from Idaho were on their way to the Port. Unfortunately, the ex-Navy Alco was still one week away from being repaired. To make matters worse, Pete had a full week of work ahead of him on the Simpson railroad, and his friend (and back-up engineer) Harold Borovec was out of town for two weeks. Upon learning that the logs were "rolling," Pete placed a call to this writer for help.

For the past couple of years I have been the fireman, relief engineer and one of two mechanics for the 90-ton Mount Emily Lumber Company Shay No.1 operated on the City of Prineville Railway in Oregon. Pete had previously been down to ride our Shay and experience an operating Oregon lokie. In fact, the Shay still boasts a three-chime whistle loaned by Pete during one of his visits.

Pete phoned on Monday, March 4th, explaining his predicament with the incoming log loads due in two days. I asked what I could do and was told that No.16 was at the Port and could be fired up to switch these loads. Needless to say, Pete didn't have to ask twice for help. I quickly placed a call to Roy Hill (the City of Prineville engineer I run our Shay with). After explaining Pete's request (and the opportunity we had to operate the 2-8-2T) Roy said, "Let's go!"

The next afternoon I met Roy at Prineville Junction (the west end of the 20-mile central Oregon short line). As Pete had requested, Roy brought a gallon jug of valve oil to lubricate No.16's valves, since Pete had run out of this precious substance the year before. Roy and I spent the next five hours on the road to Shelton to meet Pete. Over dinner Pete thanked us for coming to his aid. Little did he know exactly how eager Roy and I were to run his tank engine. Pete explained that there were a few idiosyncracies with the 68-year-old Alco — like an obstreperous injector on the engineer's side. We were satisfied that we could handle any adversity that could face us, and Pete said he would come up to the Port the next afternoon to see if we had any problems.

Roy and I rose early the next morning, Wednesday, March 6, 1996, got to the mill by 6:30 and found No.16. The lokie looked right at home next to the weathered boards of the aging mill. The first order of business was to find the "house air" to operate the atomizer during fire-up. I climbed over a pile of scrap iron next to No.16 and found my way into the neighboring shop building. Upon entering I was confronted

THE MILL SWITCHED BY NO. 16 at Shelton on March 6, 1996, is a classic of the steam era. The modern BN bulkhead flat is being unloaded by a tractor crane, while the locomotive is surrounded by the ancient wooden sheds.

by three men dressed in grease-laden coveralls, who each gave me a puzzled look. Once I explained my need, one man quickly pointed to a pipe hanging from the wall. I was told to wait until the compressors built up pressure before opening the valve.

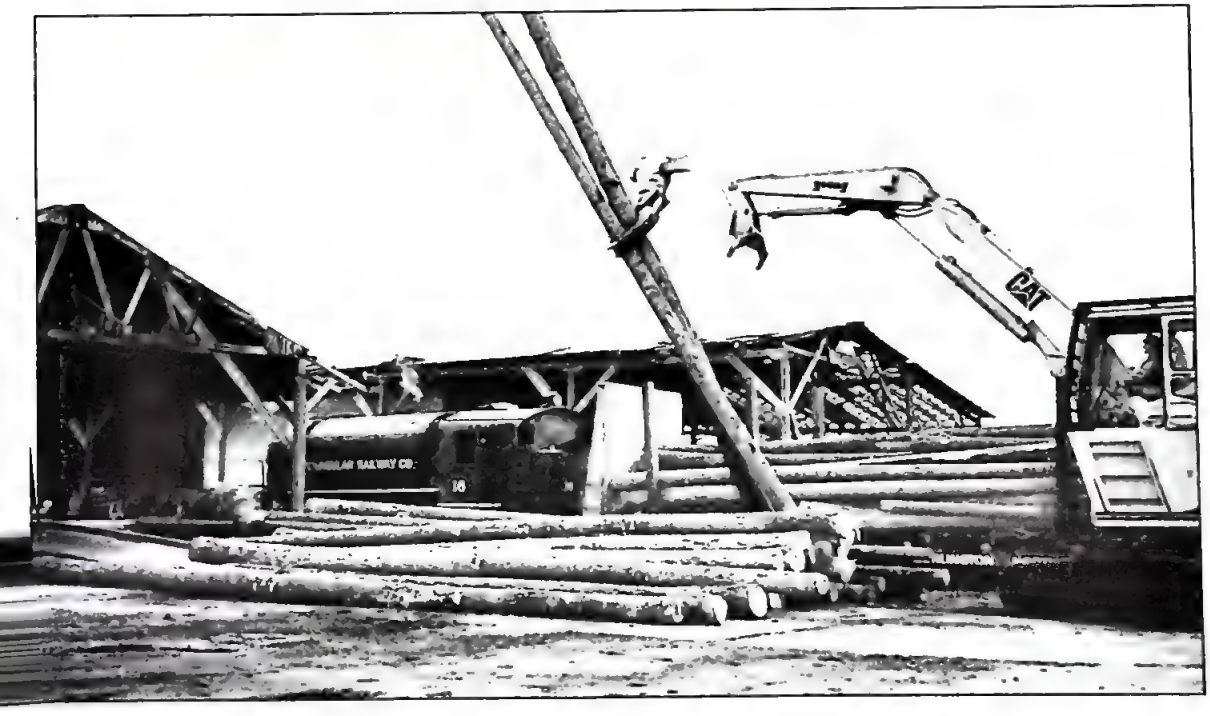
Soon after getting into the cab of the Alco Mike, we received word from the mill hands that the compressors were up and running. Roy and I had already hooked up the rubber hose which protruded through the rough wall of the machine shop to the air line on our lokie. A few minutes later, as workers showed up in the pre-dawn fog, I was told I could turn on the air. We then "lit her off" by throwing an oil-soaked rag into the firebox while simultaneously adjusting the oil feed valve and atomizer. Number 16 lit off fine, and within a few minutes the fire was adjusted to a nice long torch. I felt all was well and went about my tasks oiling around the engine.

Within a few minutes our lokie was approached by some of the mill crew who informed me that one of the two compressors which ran the mill had shut down and the other was about to fail under the stress of our fire-up. They requested I stop using air so the mill could operate. When asked how far I had opened the air valve I explained that I had opened her up fully. The foreman quickly shot back, "*No*! You only get a half-turn on the handle." The old mill only had enough extra air in her to supply our lokie with a whisper to run the atomizer. I quickly apologized for hogging the air and went on to fire the engine with just a trickle of the precious whiz. All through the morning, I kept one eye on the steam gauge and the other on the mill's two compressors to see that they were both still running. Just as I attained 40 pounds on the steam gauge, my air supply was abruptly and unceremoniously cut off by the mill crew once and for all. By this time we had enough pressure to switch the lokie over to steam and complete her pressurization to 165 pounds.

Once we could move on our own power, we made a bee-line to a nearby fire hydrant, since Pete had fully drained the saddle tank on the engine to prevent freezing. Once we had our canteen filled, we were off to do our switching. A friend of Pete's named Toby had been given a shovel and asked to dig out the dirt road crossings of the mill area. The parade of log trucks frequenting the mill quickly covers each crossing with nearly a foot of mud, totally obliterating the rail. Fortunately for us, Toby had a strong back, and within an hour the mill crossings were clear.

While the nearby mill workers watched in amazement, we whistled off, pulled down to the mill lead and hooked onto the still-under-repair diesel to pull it around a sharp curve (I called it a "corner") to get it out of the way for the day's chores.

Only two of the four loads had shown up (the other two had been improperly loaded and were delayed) so over the next several hours we switched the waiting log loads from the nearby Burlington Northern main line to the mill for unloading by a tractor crane. About the time we were nearly done, Pete showed up at the mill, having finished his job over on the Simpson railroad. Once Pete saw that Roy and I had things under control, he went about snapping some photos for himself. When the logs were all spotted and the diesel put to bed, Pete climbed up into the cab and said, "Let's open her up."



THE IMAGES CREATED by No.16 in the lumber mill on March 6, 1996, are even more impressive when one considers that this was a working revenue move and not a photographer's "photo freight." The work done by the contractor is usually handled by an ex-Navy Alco diesel, which was down for repairs — and that contractor simply used his only other available locomotive, 2-8-2T No.16. Note the "house air" hose **(top)** dangling from the mill shed. Two cars were handled this day, and No.16 worked two more cars when they arrived a week later.

With two short blasts on the whistle, we headed off down the 56-pound rail of the mill area and onto the 70-pound rail of the Port "main line." Soon we were hitting 35 miles an hour and working up a storm! After a few passes up and down the line with the "tanker" at full throttle, I eased her back to her berth next to the weather-beaten siding of the mill and killed the fire. No more logs were due in for a week, and by then the ailments of the diesel would be solved. Number 16 would once again be cold, waiting her next turn to do the task for which she was built — hauling revenue logs under a full head of steam.

The trip back to central Oregon went quickly for Roy and me. While we were both tired from the long day, we realized that we had briefly gone back to a time when backwoods railroading resembled exactly what we had just experienced. What we didn't know then was that next week when the two errant loads arrived the diesel still wouldn't be ready, and we'd have to do it all over again.

Rough duty, eh? ⊂

PHOTOGRAPHY, TONY REEVY, EXCEPT AS NOTED

Gulf & Ohio Railways' North Carolina foothills short line

by Tony Reevy

On the outskirts of King, North Carolina, the October air is still, dry and warm with the last touch of Indian summer. North Carolina Route 66 is carrying a surprising amount of lunchtime traffic. Just west of the road, a railroad curves into sight from the southeast and runs parallel to the highway. The track is well maintained but is jointed, low-poundage rail with a noticeable gradient and a coat of rust.

Rural Hall, N.C., is five miles to the south, and from that direction a diesel airhorn sounds a far-off crossing signal. A few minutes later, the throb of a train climbing the grade rises above the traffic noise. A headlight gleams into view, and a newly-painted GP10 pulls around the curve with five cars in tow; it's the Yadkin Valley Railroad's weekly Mt. Airy-bound "CF line" job. Ahead of the train is a run past Hanging Rock and Sauratown Mountain, stiff grades into the towns of Pilot Mountain and Ararat and a run along the scenic Ararat River into the terminus of Mt. Airy.

The Yadkin Valley Railroad is one of several North Carolina short lines established as a result of Norfolk Southern Corporation's Thoroughbred Short Line Leasing Program. It began independent operation on December 1, 1989, under the ownership of a historic North Carolina short line, the Laurinburg & Southern. Following a March 1, 1994, sale, the YVRR is now owned by Pete Claussen's family of eight short lines, the Gulf & Ohio Railways*, and is managed by Gulf & Ohio vice president Andy Anderson. It is probably the most successful of the Norfolk Southern's spin-off short lines in North Carolina, handling 11,000 carloads annually.

Claussen, a lawyer who got interested in the railroad business during his work on TVA rail projects, approaches short line ownership from a business standpoint. "I bought the Yadkin Valley for several reasons," he says. "It was well-built and well-maintained — no extensive rebuild was necessary. The motive power was in good shape, it had a group of fine employees and the business levels and trends looked right. I saw a railroad with good potential and in good condition."

The Yadkin Valley is shaped like an "X" turned on its side and centered on the town of Rural Hall, North Carolina. The west-facing leg of the X is the "K line," which runs 62 miles from Rural Hall to North Wilkesboro; the "CF line," reaches 31 miles northwest from Rural Hall to Mt. Airy. (The "K" and "CF" designations date back to the Southern Railway's line and station coding system; the "K" probably stands for North Wil*K*esboro, while the "CF" is most likely *C*ape *F*ear, from predecessor Cape Fear & Yadkin Valley.)

The east-facing legs of the X are small in comparison to those reaching west — one runs just over a mile southeast to K-line milepost 37, the point where YVRR trackage officially ends and Norfolk Southern begins; the other runs about eight miles due east through Germanton to an end-of-track in Brook Cove. Most of the Brook Cove trackage is out of service and under an abandonment filing by NS and the Yadkin Valley. A mile running east from Rural Hall towards Germanton will be retained because it is used by Norfolk Southern to drop off its interchange for the YVRR every weekday night.

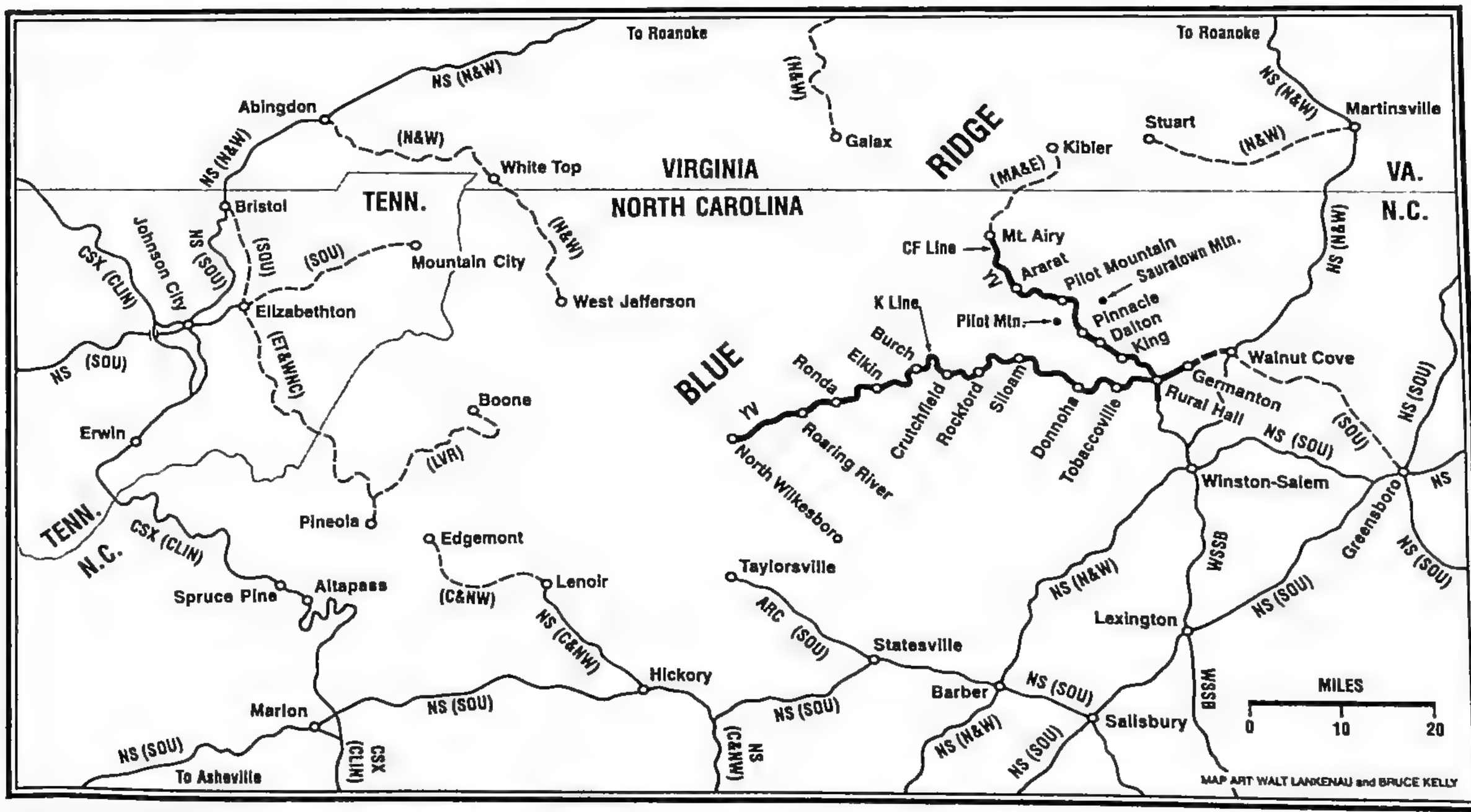
Business along the YVRR

Five customers generate 90% of the YVRR's traffic: Tyson Foods in Roaring River, R.J. Reynolds in Tobaccoville, Wayne Feeds and Perdue Farms in Burch and Abitibi Timber (ABTCo.) in Roaring River. Last year, the top three commodities carried were corn, coal and soybean meal — all of them in-

** The Gulf & Ohio Railways system consists of the Atlantic & Gulf and Georgia & Florida in Albany, Ga.; the H&S Railroad (formerly Hartford & Slocomb) in Dothan, Ala.; the Mississippi Delta in Clarksdale, Miss.; the Wiregrass Central in Enterprise, Ala.; the Lexington & Ohio in Lexington, Ky.; the Live Oak, Perry & Georgia in Live Oak, Fla., and the Yadkin Valley in Rural Hall, N.C.*

THE YADKIN VALLEY RAILROAD

IN FRESH GULF & OHIO corporate livery, Yadkin Valley GP10 8090 was headed for Mt. Airy on October 25, 1995, passing the site of the old Dalton, N.C., depot (**right**); not much remains of Dalton today. Arriving at Mt. Airy (**above**), the crew has sorted out their work, spotted and picked up cars and run the Geep around for the return trip to Rural Hall. They make this run once a week, usually on Wednesday.



THE YADKIN VALLEY RAILROAD

bound traffic. The corn and soybean meal go to Tyson Foods, Wayne Feeds and Perdue Farms to be made into chicken feed, and the coal goes to the R.J. Reynolds plant in Tobaccoville. Abitibi, a wallboard and wood chip manufacturer, is the major shipper of outbound loads. The rest of the YVRR's traffic is a miscellany of chemicals, scrap, furniture, lumber, cross ties and granite from N.C. Granite's famous Mt. Airy quarry. The chemicals are inbound traffic, while the rest of these commodities are outbound.

"From a traffic standpoint, it's a barbell," Claussen says. "Almost all of the traffic is on the K line; it's concentrated in Tobaccoville, on the east end of the line, and Burch and Roaring River on the west end. This traffic configuration dictates the pattern of the Yadkin Valley's operations."

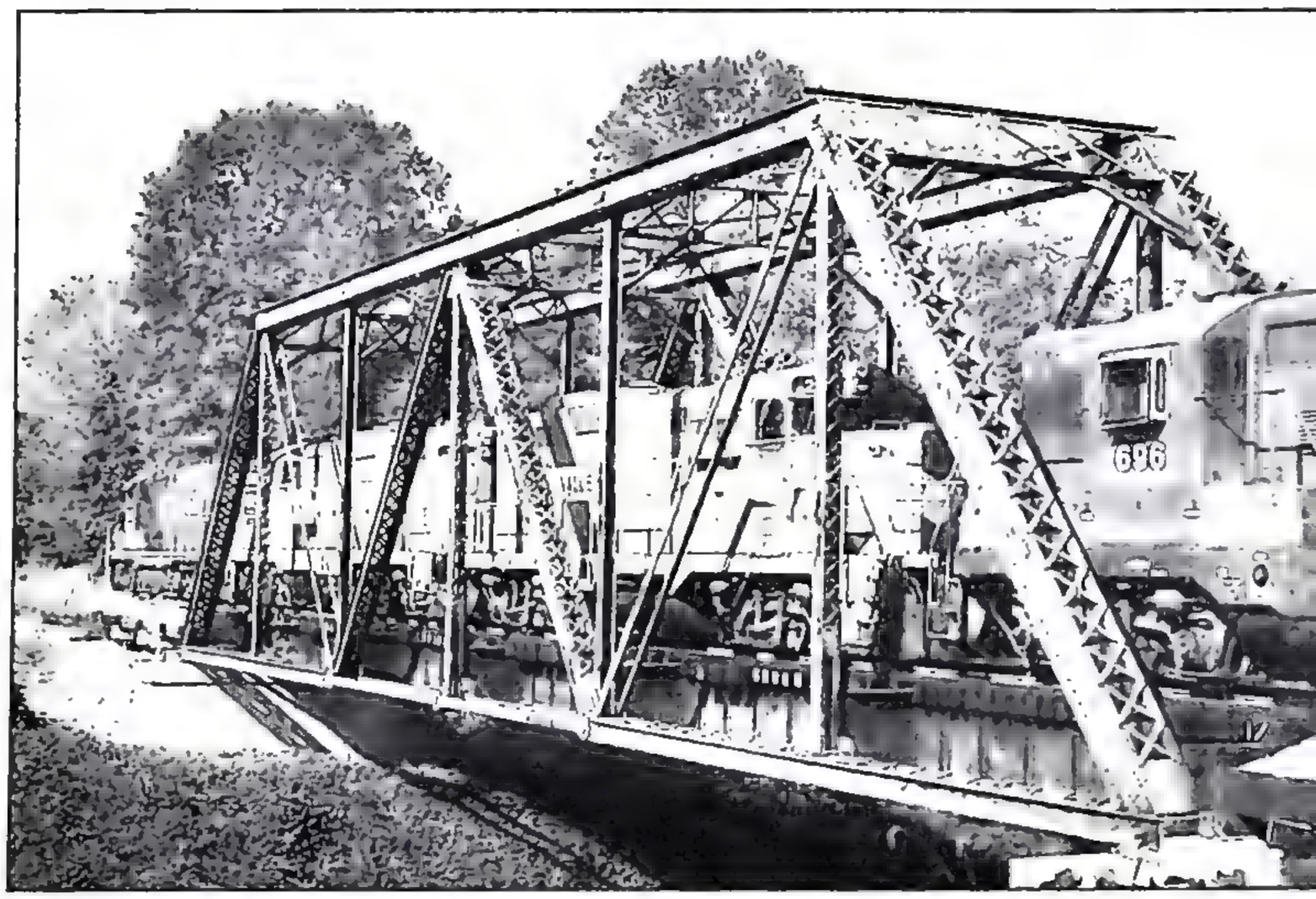
Some of the line's smaller customers are unusual clients. In addition to the Mt. Airy granite quarry, which has its own industrial locomotive (a 50-ton GE centercab built in 1949), the railroad serves a candle manufacturer in Burch, a furniture company in Elkin and two Lowes in North Wilkesboro (scrap dealers Lowes Fur and Herb & Lowes Hide & Metal). Another scrap dealer, Mt. Airy Iron & Metal, is located near the CF line's end-of-track just beyond the granite quarry branch. There are about ten other customers along the Yadkin Valley with businesses ranging from lumber to plastics.

"This business," Claussen continues, "is all about customers and condition. When I bought the line, I looked to see what customers had invested in their facilities. We are committed to our existing customers, and I feel that they are likely to be a source of much of our growth. The Yadkin Valley is not a traditional Southern short line like you'd see in some old railroad book, one that grows weeds along the right-of-way and hauls nothing but pulpwood.

"Our main strategic goal is to achieve more balance in our traffic by adding outbound loads. Last year, we had 9665 inbound loads and 1135 outbound loads. The railroad took a large step in that direction recently when the ABTCo. factory in Roaring River added a chip plant to its operation. The plant will soon be generating ten carloads of outbound woodchips every day and will be one of our largest customers from now on.

"Successes like the ABTCo. expansion keep me going," Claussen continues. "I like to work on building traffic for the railroad, and I like to see it grow. I think the Yadkin Valley has great future potential — after all, it's near a large city, Winston-Salem, and doesn't depend too heavily on any one customer or type of traffic."

Yadkin Valley general manager Andy Anderson credits the railroad's success to its employees. The 15 men, most of whom are from area towns like Ararat and King, represent many years of railroad experience. "It's a local-run railroad," Anderson notes. "That's what sets short lines apart. Anybody on a short line does whatever work is necessary to get the job done."



THE WESTBOUND K-LINE JOB crossed the truss bridge at the west edge of Elkin, N.C., en route to Roaring River (**opposite top**) on September 27, 1995, with five units for power. After picking up loads of wallboard and woodchips lined up for it by the Elkin Switcher, the road job (**opposite bottom**) prepared to leave the Abitibi mill complex at Roaring River.

The Yadkin Valley's work force includes general and assistant general managers, a Rural Hall agent/dispatcher, a transportation foreman, five operating employees, a track foreman, a bridge foreman, a track inspector, two trackmen and a part-time signal maintainer. Two mechanics employed by the Gulf & Ohio family's locomotive maintenance contractor also work in Rural Hall.

Maintaining the line

The Yadkin Valley faces a major maintenance challenge in that it has 55 bridges and trestles in 93 miles, and 47 of them are on the heavily-used K line. General Manager Anderson, who has worked in the railroad industry since signing on with the Missouri Pacific in 1952, joined the Yadkin Valley under Laurinburg & Southern ownership in 1990 as a bridge consultant.

The Laurinburg & Southern initiated a sweeping, $1 million bridge maintenance program on the Yadkin Valley that was completed on March 31, 1995, well after Claussen's company took control. Thirty-five bridges received repairs during the project, which was paid for by customers, North Carolina's Department of Transportation, the Yadkin Valley and Norfolk Southern. Both the K and CF lines' bridges were rehabilitated; it was a major investment in North Carolina's railroad infrastructure. Bridge maintenance and an annual bridge inspection will continue to be performed.

"The Yadkin Valley has a lot of bridges per mile," Claussen says. "That could have been a major problem, but the rebuild has them pretty well taken care of."

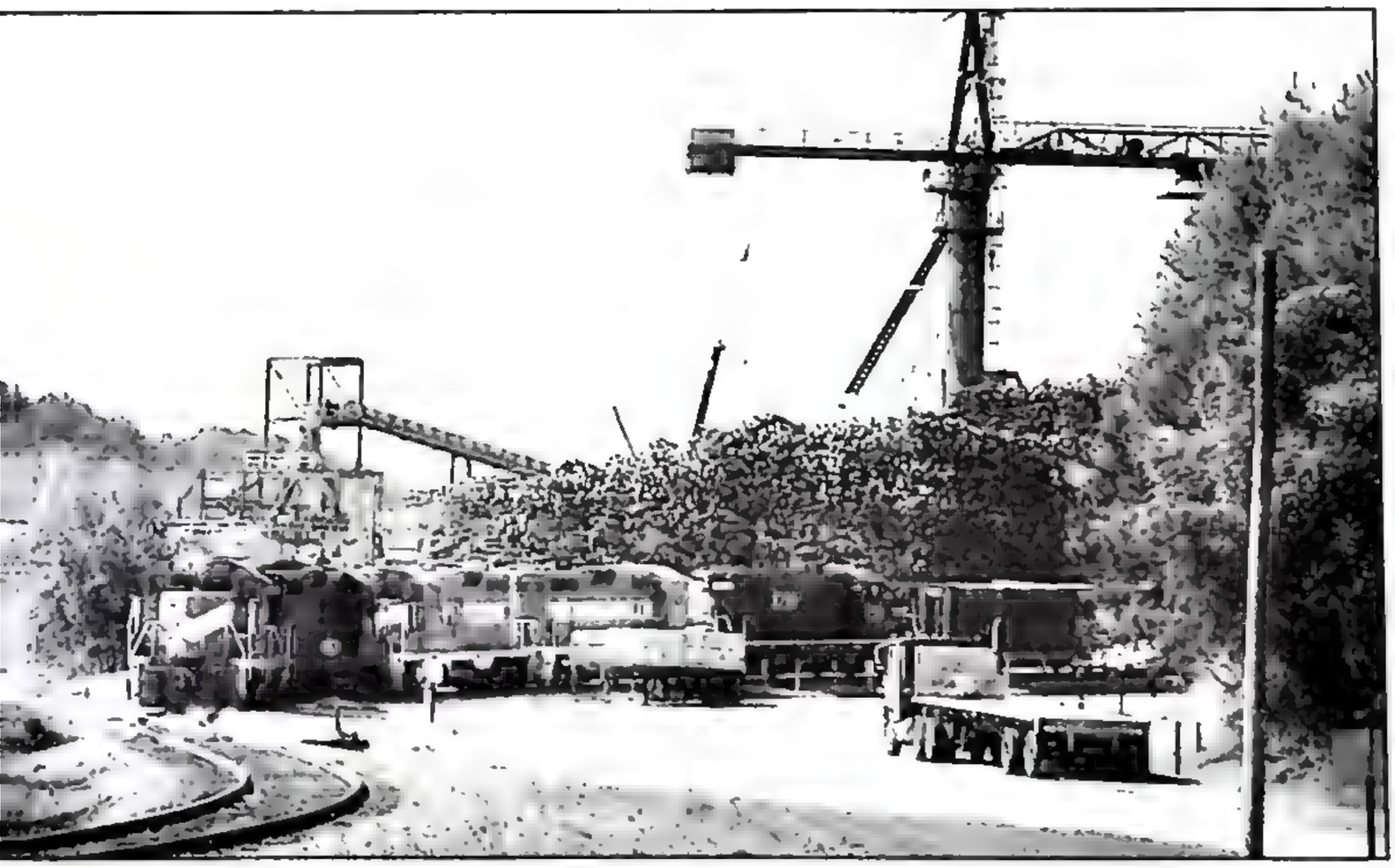
The K line

The Yadkin Valley's backbone is the K line, the track running west from Rural Hall to North Wilkesboro. This busy stretch of railroad carries 96% of all of the company's business. The K line's history is simple. It was built as an extension of the Northwestern North Carolina Railroad, which had completed a track from Greensboro to Salem (now Winston-Salem) in 1873 and was controlled by the Richmond & Danville Railroad. By 1890, a Salem-to-North Wilkesboro extension had been completed. The Richmond & Danville collapsed soon afterward and was reorganized as the Southern Railway

System. The Southern and its successor, Norfolk Southern, operated the line until its 1989 lease.

All Yadkin Valley Railroad operations originate from Rural Hall, a Forsyth County community located just north of Winston-Salem in North Carolina's foothills region. It is the site of the YVRR's offices, motive power storage and interchange with Norfolk Southern. The YVRR headquarters building is a typical, small 1970s-era Southern Railway structure; the old, restored Rural Hall station survives nearby.

Rural Hall is on top of one of the two grades on the YVRR's K line. From there, the track drops and runs due west, then climbs Tobaccoville Hill into Tobaccoville, a small, rural town that is



the site of one of the line's largest customers, R.J. Reynolds. The railroad then turns southwest to a tight curve at the tiny community of Donnaha. The curve takes the YVRR northwesterly to begin following the Yadkin River.

Once the railroad begins paralleling the river, it has a water-level route with no significant grades all the way to North Wilkesboro. But what is does have is a lot of curves as it follows the Yadkin River's twists and turns. It also has 47 bridges and trestles.

West of Donnaha, the YVRR enters Surry County and runs through the tiny community of Shoals and the village of Siloam. This is a very scenic stretch of railroad as it skirts the southern slopes of Pilot Mountain along the north side of the Yadkin River. Just west of Siloam the railroad passes through the village of Rockford, one of the most interesting and historic communities in the area. The town is an antebellum settlement and was the seat of Surry County from 1790 to 1850. It is the site of an amazing low-level road bridge across the Yadkin River.

West of Rockford the YVRR passes through the village of Crutchfield and the community of Burch. Hardly more than a spot on the map, Burch is the unlikely source of much of the YVRR's traffic, generated by Perdue Farms and Wayne Feeds plants located there. Just west of Burch is Elkin, a manufacturing town with many Victorian homes and the largest community between Rural Hall and North Wilkesboro. It is home base for a dedicated YVRR engine, the "Elkin Switcher." The Southern once interchanged here with the now-abandoned narrow-gauge Elkin & Alleghany.

West of Elkin, the YVRR passes into Wilkes County. The next town is Ronda, where the railroad begins to parallel N.C. Highway 268. Before this point, road access to the line is often difficult. Both Ronda and Roaring River, the next town to the west, are milling and manufacturing communities located on the Yadkin River.

Roaring River, despite its small size, is the most important traffic point on the Yadkin Valley Railroad. It is the site of a Tyson Foods feed plant and Abitibi's wallboard and woodchip plant. From Roaring River, the YVRR runs south of N.C. 268 to a terminus in North Wilkesboro. The former-Southern Railway depot in North Wilkesboro still survives, the only remaining station building on the K line west of Rural Hall.

North Wilkesboro is deep in the foothills and far removed from any other railroading. The next railroads one would encounter venturing north over the mountains would be the now-abandoned but legendary Norfolk & Western Abingdon Branch at West Jefferson or the equally abandoned narrow gauge extremities of the East Tennessee & Western North Carolina — the "Tweetsie" — and the Linville River Railway and a W.M. Ritter logging line. The first rail crossing of the Blue Ridge to the west is the former-Clinchfield "loops" grade to Altapass and the twisting run north through Spruce Pine to Erwin, Tennessee.

K line operations

Trains on the K line run every weekday, and Saturdays at customer request. The crew of the Elkin Switcher arrives at the Rural Hall station at 7:00 a.m.

HEADING HOME FOR RURAL HALL, the K-line job crests Tobaccoville Hill on September 27, 1995. The Norfolk Southern local (**opposite**) was working Rural Hall interchange on August 3, 1995.

and drives to Elkin. The switcher, which sits near the old station site in Elkin when not in use, switches the K line from Elkin east to Burch or even Crutchfield and west to Roaring River. It also takes care of any business between ABTCo. in Roaring River and the end-of-track in North Wilkesboro.

"It's mainly there to help the other train," General Manager Anderson says. "Other than the North Wilkesboro business, all it does is switch."

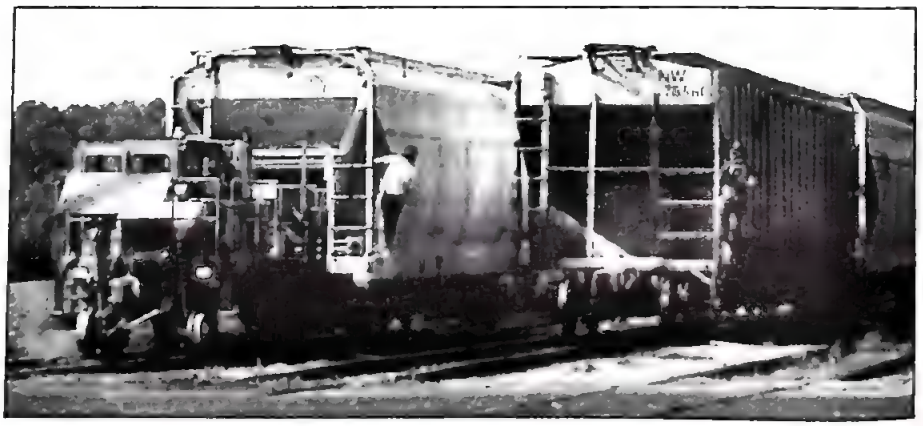
The Elkin Switcher gets things ready for the road freight crew by switching the Tyson Foods plant in Roaring River — the YVRR's largest customer — and ABTCo. It meets the K line freight in Roaring River about lunch time, usually at the ABTCo. plant. In an interesting operating move, the Elkin Switcher couples onto the end of the K line freight and runs back with it through Elkin to Burch, where it cuts off to switch Perdue Farms and Wayne Feeds. The Elkin Switcher's crew finishes their day by 7:00 p.m., returning to Elkin to tie up for the evening.

The K line road crew reports for work in Rural Hall at 8:00 a.m., drawing from four to six units for their train. Their job involves two moves, one to Tobaccoville and back and the other to Roaring River and back. Depending upon the traffic situation, the crew either begins or ends their day by running past the Rural Hall depot and across N.C. 66 to pick up coal spotted by Norfolk Southern on the storage track towards Germanton. They then have to get the heavy coal cars rolling up the hill to the Rural Hall station. From the station, they have a short downgrade and then a tough pull up the Tobaccoville Hill ruling grade. After the train clears the switch on the lead going into the R.J. Reynolds Tobaccoville factory, it will back its coal cars down into the plant and switch the facility.

The train then returns to Rural Hall. If it started its day by taking coal to Tobaccoville, it will return across N.C. 66 to the interchange track and pull out the rest of its train, which is made up of loads destined mainly for Perdue and Wayne in Burch and Tyson in Roaring River and empties for ABTCo. "The train mainly sets out," Anderson says. "It doesn't do much switching."

The K line freight will usually meet the Elkin Switcher at ABTCo. in Roaring River, where it will leave empties and pick up outbound loads of woodchips and wall board. The K line freight turns around at ABTCo. and, with the Elkin Switcher riding on its tail, will run back through Elkin to Burch, where the Elkin Switcher drops off. The K line freight then runs back to Rural Hall, leaving its interchange for Norfolk Southern on a track between Tobaccoville and Rural Hall. It will then take coal to Tobaccoville if that task was left for the end of the day. When its work is through, the train's motive power runs into the Rural Hall yard and onto the track farthest to the west, where all of the YVRR engines except the Elkin Switcher are stored.

The Norfolk Southern local from Winston-Salem that handles the YVRR interchange arrives after the K line train ties up for the night. It drops off its caboose by the Rural Hall station, backs its cars for the Yadkin Valley into the storage track across N.C. 66, runs down the K line to pick up cars the



TYSON FOODS employs a Trackmobile to interchange cars with the westbound Yadkin Valley job at Roaring River on September 27, 1995. Tyson is Yadkin Valley's biggest customer.

Yadkin Valley left for it between Rural Hall and Tobaccoville, pulls back into Rural Hall, picks up its caboose and runs back towards Winston-Salem. This move may only be photographed in the height of summer due to the NS train's evening arrival, usually about 8:00 p.m.

K line railfanning

The K line is 100-pound, welded-rail, 25-m.p.h. track. The moderate speed, plus the winding, indirect roads in Surry and Wilkes Counties, means that it's best to pick a few photo spots along the line and wait at them. You can't beat this train to every grade crossing!

Another challenge for photographers is the line's due-west exposure. Trains always run away from the sun in the morning and away from it again eastbound in the evening, meaning that getting good lighting for photographs is difficult.

Photo spots that offer good lighting without trespassing on railroad or private property are the Rural Hall station, the County Road 1611 grade crossing in Tobaccoville, locations along N.C. 268 in downtown Elkin, the Tyson Foods plant and YVRR yard in Roaring River and the ABTCo. plant off of N.C. 268 west of Roaring River. A very interesting spot, although difficult to reach, is where the YVRR track runs by the canal ruins along the Yadkin River in an outlying section of Pilot Mountain State Park.

The CF line

The CF line is definitely not big-time railroading. The branch is laid with 85-pound jointed rail, has a ten mile-per-hour speed limit and climbs three major grades into King, Pilot Mountain and Ararat.

The railroad has a fascinating history.

THE YADKIN VALLEY RAILROAD

It was built as part of the Cape Fear & Yadkin Valley Railway, which stemmed from the Western Railroad, chartered in 1852 to connect Fayetteville, N.C., with the Egypt coal fields to the northwest. Completed in 1861, the Western Railroad was a vital connection during the Civil War as the Confederacy's major supply line for coal used in locomotives and ships such as the Wilmington, N.C., blockade runners.

A transportation system linking North Carolina's major port, Wilmington, with the Blue Ridge had been projected since 1815. The idea resurfaced after the Civil War, and the Cape Fear & Yadkin Valley Railroad was chartered in 1879 as a consolidation of the Western Railroad and the Mount Airy & Ore Knob Railroad. Reorganized as the Cape Fear & Yadkin Valley Railway in 1883, its main line reached Greensboro in 1884 and was complete to Mt. Airy in 1890.

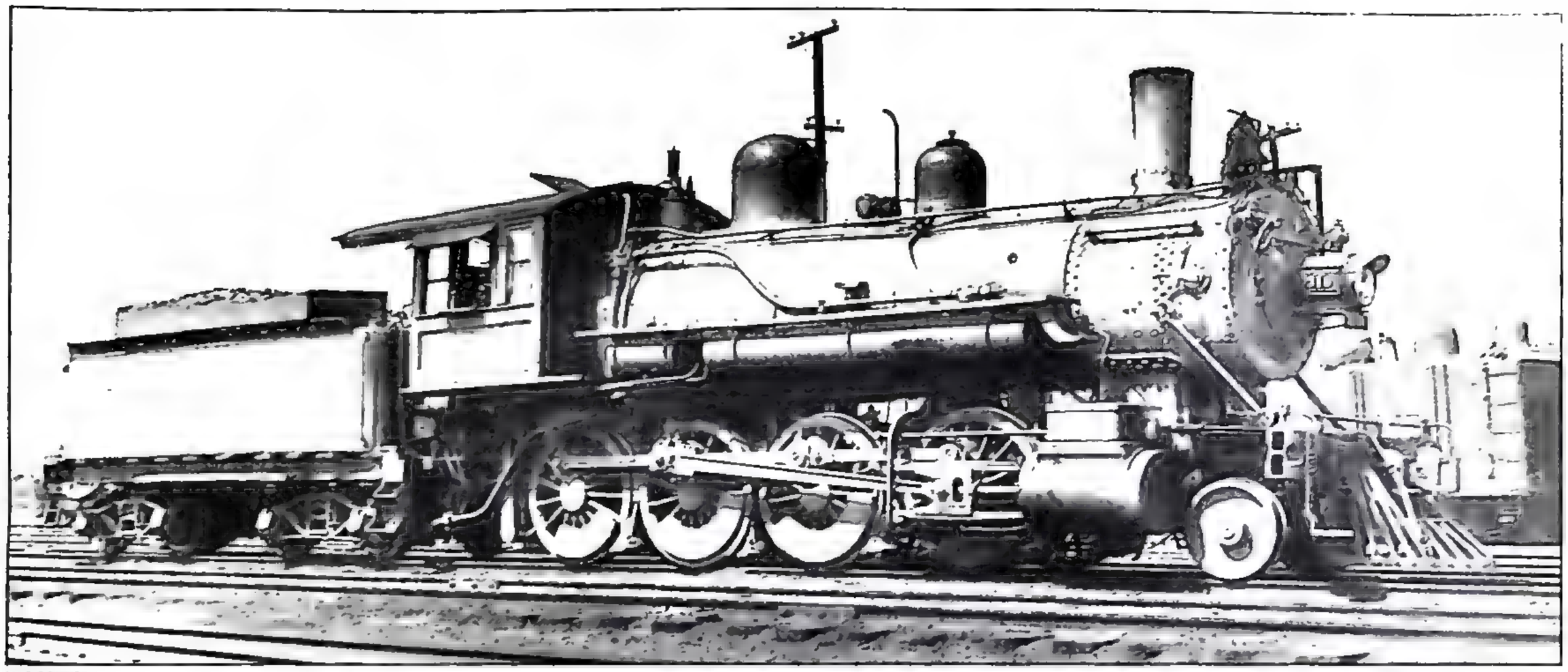
Like many other railroads, the Cape Fear & Yadkin Valley planned to extend its line over a part of the Appalachian range — in this case, the Blue Ridge Mountains — to the promised land beyond. As a company publication of the day put it, "Shall not, rather, the aggressive Western civilization hail its coming, and greet its forward movement with connections to the great highway of travel and traffic on to Cincinnati?"

It was not to be. The Cape Fear & Yadkin Valley never got any farther than Mt. Airy. The company only managed to run four years after its completion before entering receivership. The line was sold to Atlantic Coast Line precursor Wilmington & Weldon in 1898. Renamed the Atlantic & Yadkin Railway in 1899, the line was divided with the Southern Railway System. The Southern received the northern half, from Sanford to Mt. Airy, while the Wilmington & Weldon got the part running from Wilmington to Sanford. After division, the southern half was integrated into the Atlantic Coast Line, now CSX. Most of this trackage is now abandoned.

The northern Atlantic & Yadkin Railway trackage returned to independent operation in 1916 after almost two decades of Southern Railway ownership. The railroad became part of the Southern again in 1950. The Sanford-to-Greensboro segment survives, but the line is abandoned from Greensboro to just east of Rural Hall, and the rest is today's Yadkin Valley CF line.

From the Rural Hall station and yard in Forsyth County, the CF line runs northwest up a grade to King in Stokes County. Out of King, it passes through the near-ghost town of Dalton and the scenic Victorian village of Pinnacle. From King to Pinnacle, it runs between Sauratown Mountain and Hanging Rock to the east and Pilot Mountain to the west. Climbing a severe grade into the town of Pilot Mountain, the line curves sharply to the west to avoid the 2440-foot peak's outlying ridges. This is Andy Griffith country — he's from Mt. Airy, and Pilot Mountain is the "Mount Pilot" of tv's "*The Andy Griffith Show*." Nearby Mt. Airy is the real "Mayberry." Pilot Mountain is the most important community on the CF line between Rural Hall and Mount Airy.

After passing through Pilot Mountain, the YVRR runs west and climbs again, into the isolated rural community of



MAC CONNERY

Ararat, where it reaches the Ararat River and uses its water-level route to reach Mt. Airy. This very scenic section of the branch is, unfortunately, completely isolated from road access.

The YVRR turns to the north, away from the Ararat River, as it approaches Mt. Airy. The major CF line customer, North Carolina Foam Industries (NCFI), is at CF line milepost 2, just south of Mt. Airy proper. After passing NCFI, the YVRR crosses busy U.S. Highway 52 at grade and reaches a terminus just north of the old Mt. Airy depot. A short branch runs east from near the Mt. Airy end-of-track to the famous open-face granite quarry in nearby Flat Rock. The Southern used to connect in Mt. Airy with the short-lived narrow-gauge Mt. Airy & Eastern.

CF line operations

Yadkin Valley CF line trains run once per week, on Wednesdays, and draw one YV locomotive. The train is usually five to seven cars, most of them chemical tanks destined for North Carolina Foam Industries in Mt. Airy. The train, which generally leaves Rural Hall in the morning after the K line train has departed, drops off any loads on the way to Mt. Airy and picks up empties on the way back. Most of its non-running time is spent switching NCFI, which generally uses four or five carloads of chemicals a week.

After working NCFI, the train must run across U.S. 52 at grade to reach the small Mt. Airy yard adjacent to the old station building. The crew uses one of the yard tracks to run the locomotive around its train and then heads for home, usually arriving back in Rural Hall at dinner time.

While CF line operations are very simple, railfanning the weekly train offers a number of exciting photo opportunities. The train's 10 m.p.h. speed means that photographers may shoot it at many different locations. The CF line shares the same lighting problem that the K line does — a train running northwest in the morning and southeast in the evening. The line's many curves and its eight bridges and trestles, however, do provide many well-lighted locations.

What makes the CF line especially interesting for photographers is the constant presence of Pilot Mountain's distinctively shaped profile, locally called

MIKE DEL VECCHIO

MIKE DEL VECCHIO

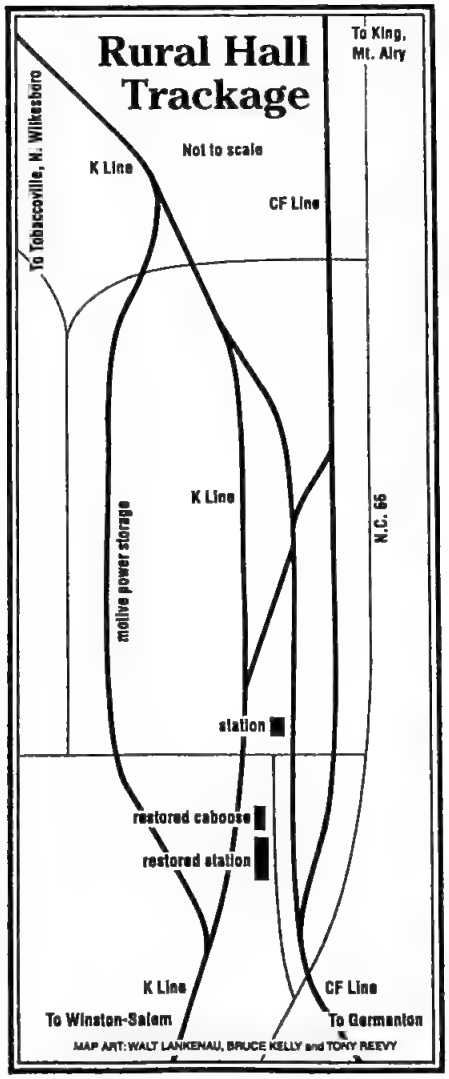
its "knob" or "pinnacle." In addition, Hanging Rock and Sauratown Mountain provide interesting backgrounds to the east.

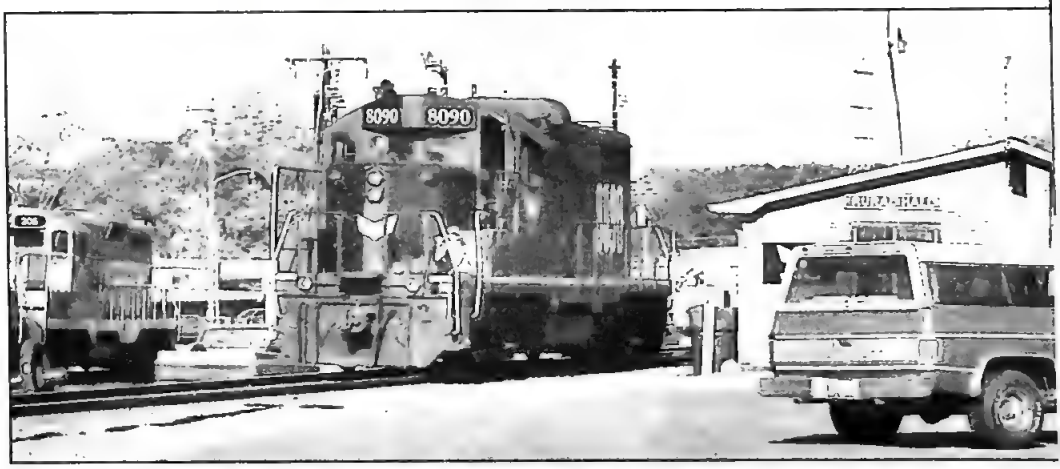
A county road parallels the CF line from Rural Hall to Pilot Mountain, with good photo locations in downtown King, at the Dalton grade crossing, in Pinnacle and at grade crossings between Pinnacle and Pilot Mountain. Ararat, off of U.S. 52 north of Pilot Mountain, offers an interesting photo spot, as does the Mt. Airy yard between U.S. 52 bypass and downtown Mount Airy.

Motive power

The Yadkin Valley's trains are hauled by a collection of twelve engines, four of them new to the operation. All are based in Rural Hall. The first six YVRR engines acquired, GP7s and GP9s 201-206, were painted in an attractive red and white Yadkin Valley scheme during Laurinburg & Southern ownership. The railroad also acquired two ex-N&W GP9s, 673 and 696, during

THE YADKIN VALLEY RAILROAD





THE LITTLE YARD AT RURAL HALL, N.C., is the focal point of Yadkin Valley operations. On October 25, 1995, the crew of the CF Line job (**above**) was boarding their Geep for the run to Mt. Airy. Back in May 1978 (**below**), the Southern Railway local was photographed working Mt. Airy. N&W Geep 696 (**opposite bottom**) and red 204 were in Rural Hall on April 5, 1994; note the grade looking toward Mt. Airy (**top**). Typical of the steam power used on the Yadkin Valley lines were light 2-8-0s like the 310 (**opposite top**), shown at Greensboro in March 1932.

JIM BOYD

the Laurinburg & Southern days that have never been repainted. One of these engines is usually used as the Elkin Switcher.

"We're adding some motive power due to business increases," Claussen noted in August 1995. By October of that year, four new engines had shown up on the property. Two ex-Illinois Central GP10s, 8090 and 8006, were rebuilt in Gulf & Ohio's Albany, Georgia, facility and sport fresh Gulf & Ohio family paint schemes. The other two engines, ex-Illinois Central GP10s 8092 and 8220, were acquired from Helm Leasing and were rebuilt by Precision National at the Livingston Rebuild Center in Montana. The 8092 and 8220 still wear their black Illinois Central "death star" livery. With the arrival of the GP10s, Yadkin Valley GP7s 201, 202 and 203 were sold.

"You hear it said a lot," Claussen notes, "that short lines can do a localized business profitably because of their greater operating flexibility and lower wage scales. In my opinion, the main reason we can do this business more economically than a Class I carrier is our differing motive power requirements. We don't need locomotives that can go 70 miles an hour, so for five to 15 percent of what the major railroads pay for a unit, we can buy something like a Geep that serves our needs. And, despite the fact that we're buying smaller, older power, we don't need many more units than a major would to haul the same amount of traffic. That means we're paying five to 15 percent of the motive power capitalization costs a Class I carrier would pay. That's an impressive saving."

The Yadkin Valley's future

"The South is changing from a corn and tobacco to a cotton economy," Claussen says, "and poultry raising is one of the region's fastest-growing industries. This all means that corn has to come into the South from outside. That's good news for the Gulf & Ohio short lines, all of which are located in the South. The Gulf & Ohio short lines together handle 20,000 carloads of corn every year."

"There's also a rapidly accelerating trend towards multi-car railroad shipments: unit trains and blocks of cars traveling as a unit. The Gulf & Ohio family is heavily involved in unit shipments; we currently handle six unit trains of feed and two of coal, and we expect more shipments to move this way. On the Yadkin Valley, corn for Tyson and coal for R.J. Reynolds arrives in unit trains. Basically, railroading is headed towards dominance by intermodal and unit-train business, and short lines that can position themselves for this type of traffic will do well."

With almost 11,000 carloads carried annually, the K line is profitable railroading with a secure future. The CF line, to this observer, faces a much more uncertain environment. It handles an average of just six carloads a week, or about 300 annually, many of them for one customer, NCFI. It's also a difficult stretch of railroad. "The CF line is all over the place," says YVRR General Manager Anderson. "It's curvy and hilly, and it's laid with 85-pound rail. It's a ten mile-per-hour line."

Still, Claussen is upbeat about the Mt. Airy branch. "I'm optimistic about what can happen up there," he says. "It's not a lot of carloads, but it's chemical traffic and is highly rated. We just made a major bridge investment up there, too. What's more, we recently picked up some new business on the line from a wire company located right next to NCFI in Mt. Airy."

It is possible that, if the CF line were endangered, the state of North Carolina would step in to preserve the right-of-way. In recent years, the state has undertaken a Vermont-style program to preserve marginal railroads or rights-of-way by purchasing the track.

The Yadkin Valley is a prime example of what local management and efficient operations can do to develop short line traffic on geographically well-positioned segments of track. Its local control allows employees to develop a personal relationship with customers and allows managers to keep a close watch on sales, operations and customer satisfaction. This sort of local orientation is disappearing from the Class I railroad industry as the major carriers focus on serving national customers with centralized sales and dispatching staffs.

The value of the localized, short line style of operations to America's railroad network is made clear by the dramatic decrease in abandonments in North Carolina, the South and even the nation as majors spin off viable segments and entire regions to entrepreneurial operators. In the South, the Yadkin Valley and the other members of the Gulf & Ohio family are helping to point the way to railroading's future.

Maps

For detailed maps of the often-confusing roads in the Yadkin Valley Railroad's operating area, look for *North Carolina County Maps*, a detailed map book published by County Maps, Puetz Place, Lyndon Station, WI 53944.

Diesel Roster Yadkin Valley Railroad

Including Laurinburg & Southern and Gulf & Ohio ownership

YVRR No.	Type	Built	b/n	L&S bought	L&S Disposition	History and Status as of 3/20/96
201	GP7	11/52	17048	7/90	2/94 to G&O	C&O5827. Sold by G&O
202	GP7	10/52	17039	7/90	2/94 to G&O	C&O 5818. Sold by G&O
203	GP7	4/53	18051	7/90	2/94 to G&O	C&O 5877. Sold by G&O
204	GP9	3/57	22930	7/90	2/94 to G&O	SP 5748. In shop
205	GP9	3/55	20344	1/91	2/94 to G&O	NP 212, BN 1712. In service
206	GP9	2/57	22781	1/91	2/94 to G&O	NP 298, BN 1736. In service
673	GP9	2/59	24825	5/92	2/94 to G&O	N&W / NS 673. In service
696	GP9	4/59	24848	5/92	2/94 to G&O	N&W / NS 696. In service

YVRR No.	Type	Built	b/n	G&O bought	Acquired from	History and Status as of 3/20/96
8006	GP10	1/56	20794	9/95	Illinois Central	IC GP9 9156,ICG 8006. In service
8090	GP10	12/55	20757	9/95	Illinois Central	IC GP9 9119,ICG 8090. In service
8092	GP10	4/53	17722	9/95	Helm Leasing	IC GP7 8907, ICG 8092. In service
8220	GP10	9/56	22545	9/95	Helm Leasing	C&O GP9 6164, ICG 8220. In service

THE CF-LINE JOB TO MT. AIRY was northbound crossing County Road 2019 at Ararat, N.C., on October 25, 1995, with the G&O livery Geep running backwards; there is no wye at Mt. Airy. A 60-car train of coal for the R.J. Reynolds cogeneration plant in Tobaccoville (**right**) was climbing toward its destination on September 27, 1995. The night of April 9, 1994, (**below**) found Geeps 205 and 696 in the yard at Rural Hall.

KODACHROME: MIKE DEL VECCHIO, LUMEDYNE LIGHTING

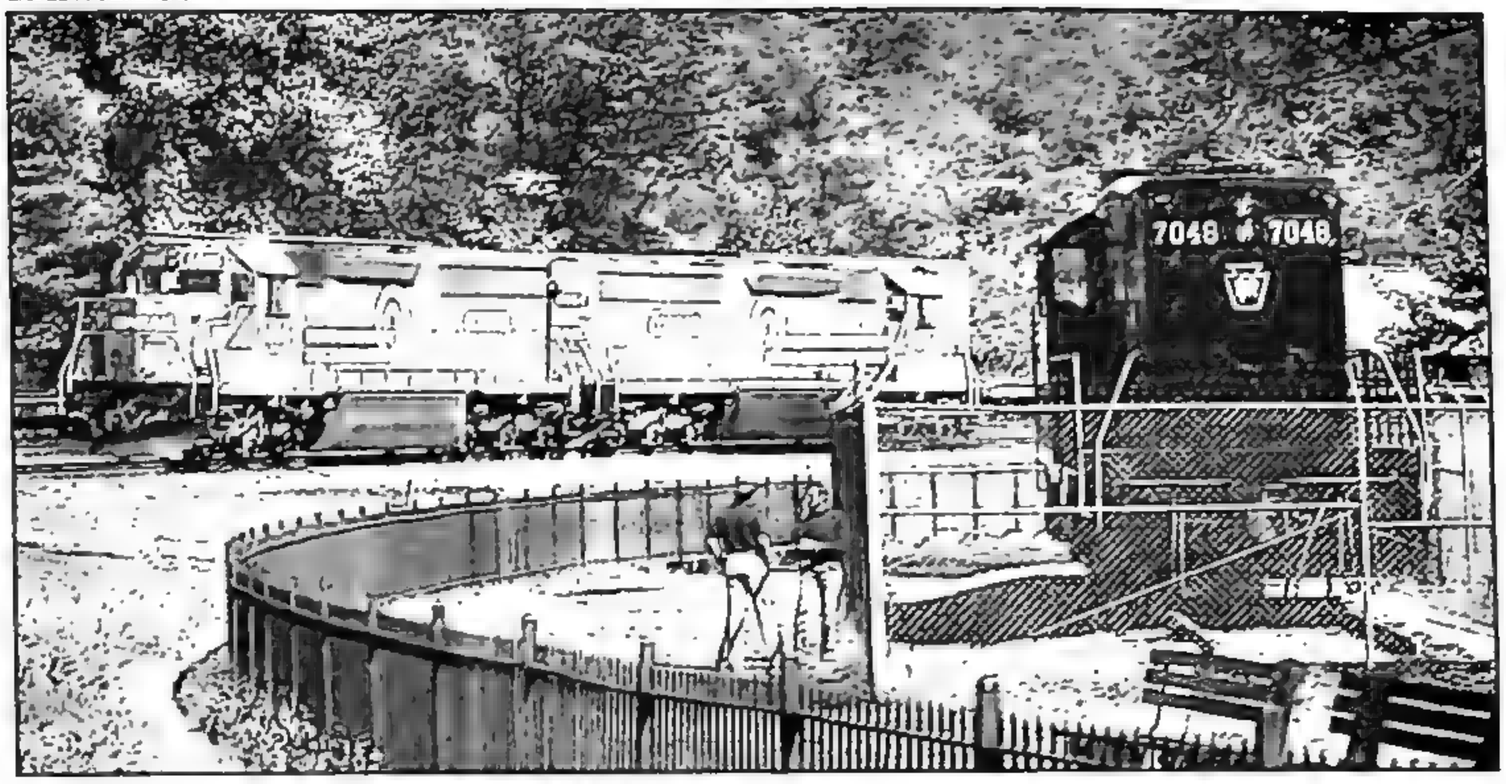
by James P. Olmstead

While there have been a lot of changes, the spirit

Conrail at the

TOP: KODACHROME, JIM BOYD / INSET: KODACHROME, KURT REISWEBER / BELOW: FUJI VELVIA, JIM BOYD

JAMES P. OLMSTEAD



HORSESHOE CURVE is the scenic and operational highlight of Conrail's conquest of the Alleghenies; a helper set of SD45-2s was drifting downhill past the Geep in the park as a TV train was westbound on September 25, 1985. A pair of SD50s had a TV train rolling grandly uphill in October 1987 (**opposite top**), while on an equally beautiful day in mid-October 1994, a trio of big GE's had a merchandiser westbound at South Fork (**opposite bottom**). The amber approach medium on the east side of the tunnel at Gallitzin turned to a distinctly non-Pennsy red stop (**opposite inset**) as a westbound passed it in July 1986.

In western central Pennsylvania, Conrail's heartland, the Harrisburg West End main line encompasses one of the greatest railroad challenges in the country. Most people know this area for the most famous railroad monument in the world, Horseshoe Curve. This major artery, which traverses the Allegheny Mountains from Altoona west to Conpit Junction (16 miles west of Johnstown) may not have the steepest or longest grades, but couple the mountain range with the shear traffic volume and what you have is a dispatchers nightmare — or a railfan's dream.

History

The roots of the West End of the Harrisburg Division were shaped in the early 1830s as the state of Pennsylvania sought passage to the west to compete with the port cities of New York and Baltimore. The State System of Public Works was formed to oversee construction of a transportation system from Philadelphia to Pittsburgh. At this time, railroads had not yet been proven a viable mode of transportation, and a canal system was chosen. However, the Allegheny Mountains stood in their way, and a unique double track railroad that included ten inclined planes was devised to carry boats by rail some 36 miles over the mountain. In 1834, the Allegheny Portage Railroad began operations connecting the waterways of the Pennsylvania Mainline Canal over the Alleghenies from Hollidaysburg to Johnstown. This system was doomed from the start, as the canals froze in the winter and suffered from drought in the summer. It wouldn't take long before railroads would become the future of transportation as the Pennsylvania Railroad pushed west, fueled by technological and industrial growth.

By 1852 the PRR had completed its main line west from Philadelphia to Hollidaysburg and east from Pittsburgh to Johnstown but had no passage over the Alleghenies. An agreement was reached with the state to use the Allegheny Portage Railroad until its own line could be completed. The Pennsylvania Railroad's chief engineer and future president, J. Edgar Thompson, chose Altoona for the railroad's home

of the Pennsylvania Railroad still dominates "The Hill" between Altoona and Johnstown

heart of the Pennsy

opened the New Portage Railroad, which eliminated the inclines of the Allegheny Portage. This new line followed an easier grade from Hollidaysburg around Muleshoe Curve and through the New Portage Tunnel in Gallitzin. However, the problem of canals freezing in winter still existed. As the State's Mainline Canal debts mounted and competition from the PRR was too great, they were forced to offer it for sale. The entire system was eventually sold to the PRR in 1857. As the PRR continued to expand and a sprawling railroad shop complex was being built in Altoona, the New Portage Railroad and canal system were dismantled in 1858, and some of the actual materials were salvaged for PRR projects.

Through a ten year span from 1896 to 1906, many improvements came to

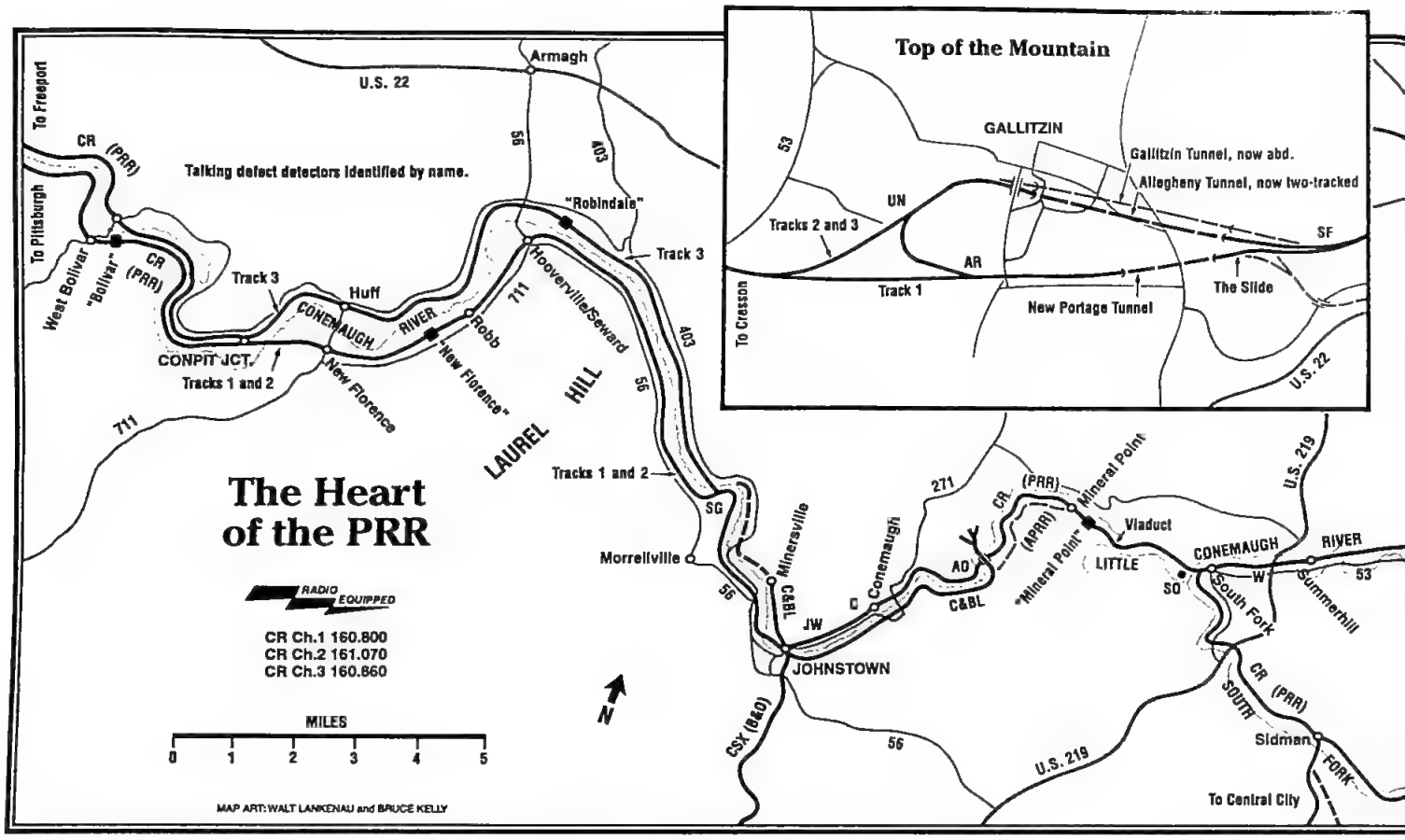
ascend the Alleghenies at a respectable grade. In February of 1854, the PRR began operations of its own double tracked Mountain Division via Horseshoe Curve and the Allegheny Tunnel in Gallitzin.

In July of 1855, in an attempt to compete with the PRR, the State

was reduced and the main line widened to four tracks, making for faster service and increased capacities. The New Portage line was replaced from Hollidaysburg to Gallitzin, a third tunnel was bored in Gallitzin and trackage was relocated between Lilly and Summerhill. These years of transformation created the shape of the Pennsy main line that would last almost 100 years.

Though the four-track "Broad Way" was reduced in the early 1980s with the introduction of Centralized Traffic Control, the main line had retained much of its original appearance. On the Mountain Division, now the Allegheny Division, three tracks were retained between Alto Tower in Altoona and Conpit Junction to help keep the traffic over the mountain fluid.

Today, the name has changed once again, and the newest transformation on the "Harrisburg Division" isn't to widen, straighten or computerize it but to heighten it — that is, increase overhead clearances for double-stack and container trains. This project has begun to change the last marks of the



position signals have come down, as some bridges were raised and some remain on masts.

Current operations

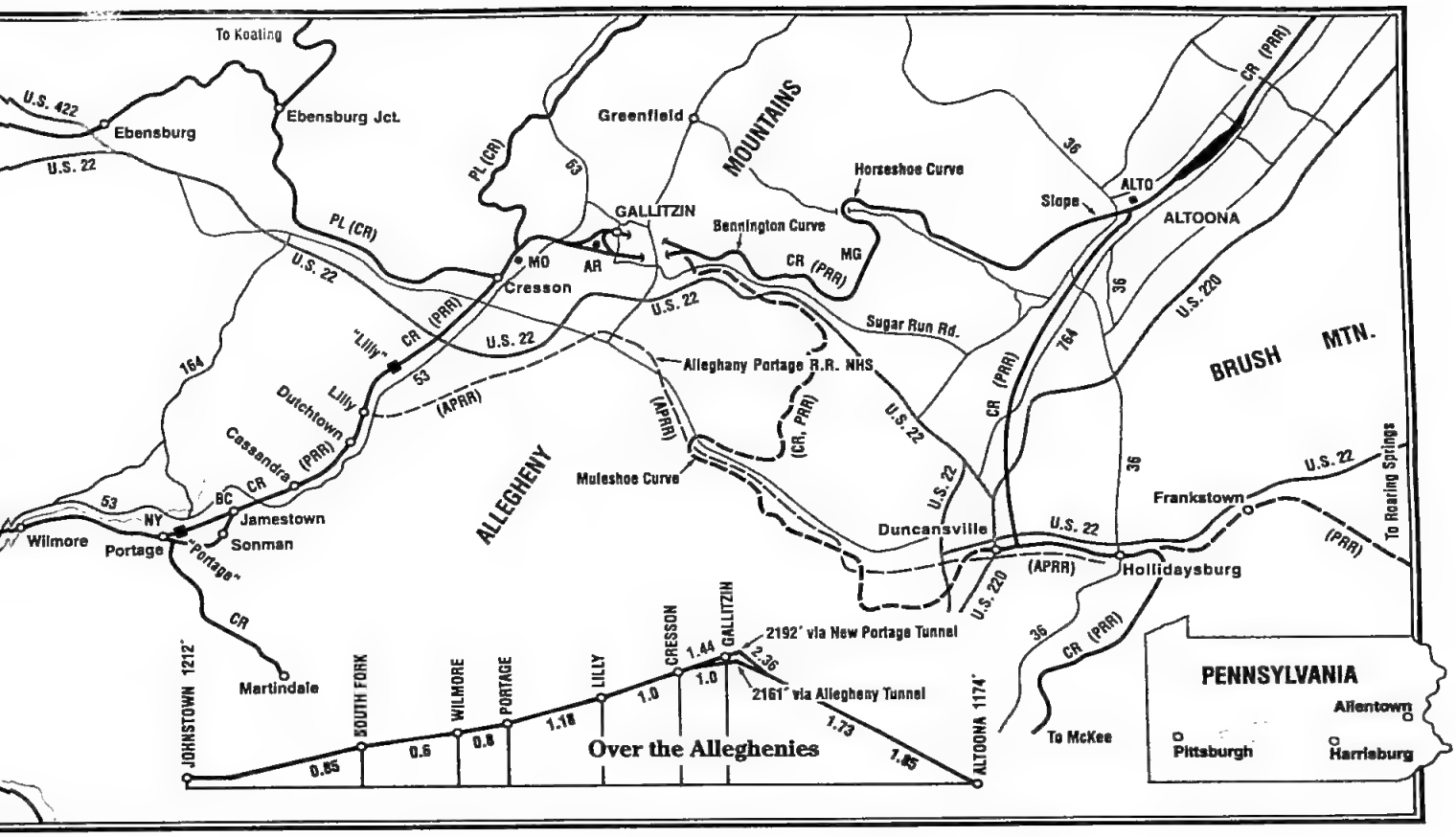
Today, operations on the Harrisburg West End are hectic as ever with well over 50 trains per day (heaviest during the peak Wednesday through Saturday period) trying to find a clear path of steel over the mountain. Altoona is always ablaze with activity as trains entering town from either direction are usually coupling or dropping off helpers. Most westbound trains will get at least one helper set, usually consisting of two SD40-2s on the rear or head end as required. Only the short "TV" ("TrailVan" piggyback) trains will attempt the hill unassisted. Many of the heavy mixed freights require two, or on some occasions three, helper sets spaced throughout the train. ALTO Tower, under the 17th Street Bridge, one of four active towers on the West End, keeps tabs on traffic movements through the Altoona interlockings (from east to west) of ANTIS, HOMER, WORKS and ALTO.

Along with this bottleneck of main line activity, Altoona is home of Conrail's Juniata Shops (JOO-nee-ah-ta), which in the Pennsy days laid claim to being the world's largest locomotive shop. Diesels from Conrail and many other roads can be spotted in various stages of repair as the shops maintain their own, rebuild for others and even assemble new units for the manufacturers.

West of Altoona, the main line begins its twelve-mile serpentine ascent of the Alleghenies as engineers throttle their power to Run 8, grinding into a ruling grade of 1.85%. Famous for its four-track sweep up the grade, the old Pennsy main was reduced to three tracks when Track 2 (the inside eastbound main; tracks are numbered from

TWO PHOTOS, JAMES P. OLMSTEAD

ALTOONA'S JUNIATA SHOPS provide a background for ENPI with CSX power at WORKS interlocking as viewed from the 4th Street pedestrian bridge on April 7, 1993. Seen from the 17th Street bridge, the PIBA was drifting past ALTO Tower (left) on June 14, 1995.



south to north) was removed in March 1981. At Kittaning Point, the main line jumps the gap between two mountainsides by way of Horseshoe Curve. Long considered one of railroading's most remarkable engineering feats, Horseshoe Curve National Historic Landmark provides an incredible vantage point from which to view the assault on one of the steepest sections of the grade.

The visitors center at the Curve is first rate, with models portraying the geography and an inclined plane funicular (painted in traditional Pennsy Tuscan and gold pinstripes) which rides visitors right up to the action. As westbounds approach the Curve out of sight, a rumble echoes from the opposite slope. Trains entering the Curve's apex noticeably slow as the grade stiffens and wheels and rail scream from the friction of the tight curvature. An eastbound's descent is almost as dramatic, as dynamic brakes whine abnormally loud. The wheel/rail friction is now working for a train's descent, acting as a brake — but considerably louder as eastbounds use the tighter radius of the inside tracks.

Further west at the grade's halfway point stands MG Tower, so named for its "mid-grade" location. MG Tower itself is closed, but its crossovers function as a busy interlocking now controlled from Harrisburg. As trains near the summit, they wind around Bennington Curve, site of the famous *Red Arrow* wreck of 1947.

Probably the biggest changes on The Hill have occurred at the Gallitzin Tunnels. Three separate bores penetrate the ridge beneath the picturesque town: from south to north the New Portage Tunnel, Allegheny Tunnel and Gallitzin Tunnel, Tracks 1 through 3, respectively. Allegheny was the first to be completed (as double track in 1854), followed by New Portage (1856) and then Gallitzin (1904, at which time Allegheny was apparent re-lined and single-tracked). The parallel Allegheny and Gallitzin are of approximately the same length, 3604 feet, while New Portage is shorter at 1631 feet and much larger in bore. Until the recent changes, Track 1 was exclusively eastbound, Track 3 exclusively westbound and Track 2 signalled for operation in both directions.

To clear the PRR main line for double-stack container trains, Track 1 was taken out of service in mid-1993, and the New Portage Tunnel was regraded and lined to accommodate the stack trains, a job completed in August 1994. Then Track 2 was taken out of service, and the Allegheny Tunnel was lowered and widened to accommodate stack trains on two tracks. In September 1995 Track 3 was cut over to the new alignment alongside Track 2 in Allegheny Tunnel, and Gallitzin Tunnel was taken out of service for good.

While the narrow old tunnels on Tracks 2 and 3, with their distinctive blower ducts at the east portals, are now a memory, the character of the Tunnelhill area remains intact. Just east of the tunnels, at SF, the old New Portage Branch from Hollidaysburg (abandoned in 1981 and now occupied in part by the four-lane Route 22) joined the main line, with one track ducking under Track 1 and connecting with Track 2, resulting in a "hump" off the east end of New Portage Tunnel on Track 1 and a steep 2.36% grade down "The Slide," gracefully curving to rejoin Tracks 2 and 3 to the east.

Just west of Gallitzin lies a loop between UN Interlocking on Track 2 and AR Tower on Track 1. While the tower is now abandoned, helpers often utilize this loop to return to Altoona for another push. AR, incidentally, at 2184 feet of elevation, is the highest point on the entire Conrail system.

Continuing westward, at Cresson MO Interlocking sorts main line trains and power in and out of the servicing facility. At this point the former Cresson and Irvonia Secondary's also meet the main. WHCR is the Cresson-based local sometimes referred to as the "Wacker." MO Tower still stands over the switches but was closed in December 1994. Local government is trying to save the tower and plans to move the structure to a park it's developing adjacent to the main line and engine facility. And in Cresson, don't overlook The Station Inn bed & breakfast at 827 Front Street, where you can

spend the night just across the street from the tracks and watch trains from their front porch! The rates are great ($35 single, including breakfast), and needless to say, proprietor Tom Davis is a railfan (for inquiries and reservations, call 814/886-4757).

Another recent change in Cresson was the sale by Conrail at midnight on New Year's Eve 1995 to R. J. Corman of the "Clearfield Cluster" of coal branches reaching northward from Cresson to Clearfield and Keating. Conrail, however, retains its Cresson engine terminal, and most of the power to show up on Corman so far is leased Conrail.

The West Slope

The West Slope of the Alleghenies is much gentler than the climb over Horseshoe, descending at an average of 1%, but it still presents a challenge as the main line twists and turns some 25 miles through numerous old mining towns towards Johnstown. Helpers are used on the West Slope between Conemaugh Yard in Johnstown and the summit.

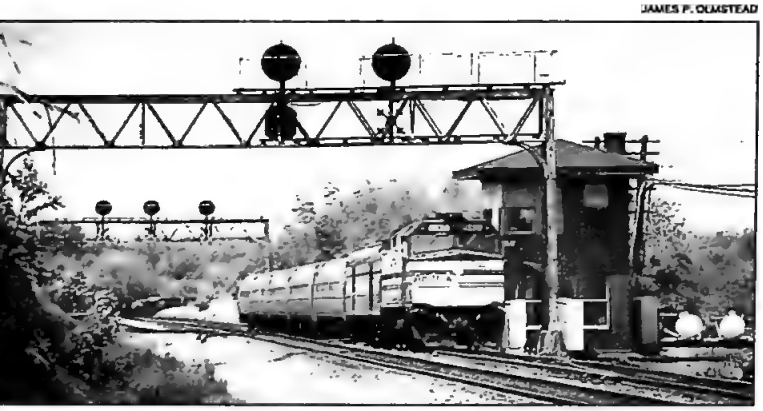
In Portage, many historical remnants are still visible today. Much of Highway 53 runs on the old grading of the Portage Roads, including some of the inclined planes. Between BC and NY interlocks from Track 1 lies Conrail's Portage Industrial Track, which serves an active coal mine in Sonmon. The Portage Industrial was the original Pennsy main until the middle 1890s.

In the valley community of South Fork, the South Fork Industrial Track leads to the South Fork Secondary from main line Track 1 at "W" Interlocking. A small yard in South Fork handles hoppers from a coal mine near Central City. The South Fork Secondary also passes through the remains of the dam which was responsible for the terrible Johnstown Flood of 1889.

Just west of South Fork lies SO Tower. Still in operation, SO and its interlocking provide the western access to the South Fork Secondary. At SO, helpers are sometimes dropped from westbound trains or may continue on to Conemaugh. Between SO and Mineral Point lies a huge stone arch bridge so named Viaduct. This double arch bridge spanning the Conemaugh River replaced a magnificent single arch structure of the Allegheny Portage Railroad destroyed in the 1889 flood.

Twisting and turning, the main line snakes along the Conemaugh River through Mineral Point, past AO into Conemaugh Yard. "AO" is a remote switch at the east end of the yard from Track 1, and "JW" does the same at the west end. C Tower Controls movements from AO to the division post at CONPIT JUNCTION. A half dozen locals work out of Conemaugh taking care of yard duties and coal trains to and from area mines and the Conemaugh Generating Station near New Florence. Power on these locals, sometimes referred to as "Wackos" (WHCO), is usually an assortment of GP38-2s and Conrail's "dinosaurs," the 13 surviving SD45-2s. Helpers are often dropped or added in Conemaugh, but some arrive or continue to and from the Pittsburgh Division, which has a similar helper district. Johnstown America Corporation builds new railroad cars nearby, and many to be delivered by Conrail are in and around the yard.

JAMES P. OLMSTEAD



AMTRAK'S EASTBOUND *PENNSYLVANIAN* slid past AR Tower at Gallitzin on June 16, 1995; the tower is now closed.

West of Johnstown, the grade is minimal as the main line follows the river. At old "SG," in the west end of Johnstown, Track 3 cuts across the river, separate from Tracks 1 and 2. The line continues this configuration to CONPIT JUNCTION, where the Harrisburg Division ends and becomes the Pittsburgh Division. Track 3 from SG to CONPIT used to be referred to as the "Sang Hollow Extension" of the Conemaugh Division, which was once a branch line of the West Penn Railroad leading to the Cambria Iron Works in Johnstown. On Track 3 just east of CONPIT lies the Conemaugh Generating Station which receives much of its coal by rail.

Amtrak on the West End

Gone are Tuscan red E-units on the *Broadway* and *Duquesne*, but Amtrak runs four trains daily, three during daylight hours. In the morning, No.46, the eastbound *Three Rivers* (the Pittsburgh stub of the old *Broadway Limited*, departs Johnstown at 8:37 a.m. and Altoona at 9:45. The eastbound *Pennsylvanian*, No.42, is next, departing Johnstown at 12:07 a.m. and Altoona at 1:15 p.m.

In the afternoon, the westbound *Pennsylvanian*, No.43, departs Altoona at 2:08 p.m. and Johnstown at 3:09. The westbound *Three Rivers*, No.47, can be photographed during the summer in daylight, departing Altoona at 7:07 p.m. and Johnstown at 8:08.

Railfanning the West End

It would be impossible to visit everything on the West End in a day or even two. A week or two would be closer to reality. A good Pennsylvania map is essential to those unfamiliar to the area. Conrail police patrol this area regularly, but there is really no need to venture onto railroad property. Take special note of the area's four surviving towers, as they are all slated for closure and possible demolition. The Harrisburg West Dispatcher controls the railroad.

There are three areas on the East Slope to consider: Altoona, Horseshoe Curve and the Gallitzin / Cresson area. In Altoona, several bridges over the main line and yard are great vantage points. The 8th Street bridge in Juniata views the east end of the yard, while 6th Street provides a view of the Juniata Shops. Further west into Altoona, two pedestrian bridges (one at 4th Street and one between the Amtrak Station and the railroad museum) are excellent and free of motor traffic. The 17th Street bridge overlooks ALTO Tower, and the 24th Street bridge west of ALTO is also a good spot. Many enjoy grabbing a bite to eat and sitting in the parking lot between Hills Department Store and the museum across from the Amtrak Station.

The Railroaders Memorial Museum, adjacent to Station Mall, provides a historical tribute to the railroad and its workers with visual and equipment displays.

Leaving Altoona to the west via 40th Street will lead you to Horseshoe Curve. Little needs to be said about this railroad monument except that it now includes a first rate visitors center, and one doesn't have to climb all those stairs anymore. Do not miss it!

Continuing on this road, a left at the end will bring you into Tunnelhill and Gallitzin. The Jackson Street Bridge overlooks the west portals of the Gallitzin and Allegheny Tunnels. Moving both tracks over to the Allegheny Tunnel makes for difficult photography during most of the year, as the portal and approach are usually in the shadow of the south hillside — the old Track 3 was much better!

A Pennsy N5c caboose perched on the bank pays tribute to those who worked and lived in them. The New

ABOVE and BOTTOM, KODACHROMES, JAMES P. OLMSTEAD

BELOW and RIGHT, EKTACHROMES, JIM BOYD

TIMELESSNESS AND CHANGE can be found all over Gallitzin. In September 1966 the westbound *Duquesne* emerged from the tight confines of Gallitzin Tunnel, just as MAIL-9K did on July 9, 1995 **(top)** as construction continued on double-tracking Allegheny Tunnel. Gallitzin Tunnel is now closed down. Also in September 1996, a PRR Alco DL600B and DL702 eased through the cut at UN interlocking **(left)**, just as ex-CNJ SD35 6049 **(below)** was doing on September 13, 1984.

EKTACHROME: JIM BOYD

Portage Tunnel and AR Tower are on the south side of town, and there are some nice views east from the top of the hill. Gallitzin may also be accessed directly from Route 22. Cresson is a short hop from Gallitzin and a good spot to view action around the engine facility and MO Tower. On top of Cresson Mountain off Route 22 is the Allegheny Portage National Historic Site, which will give some great insight in to the area's first rail operations.

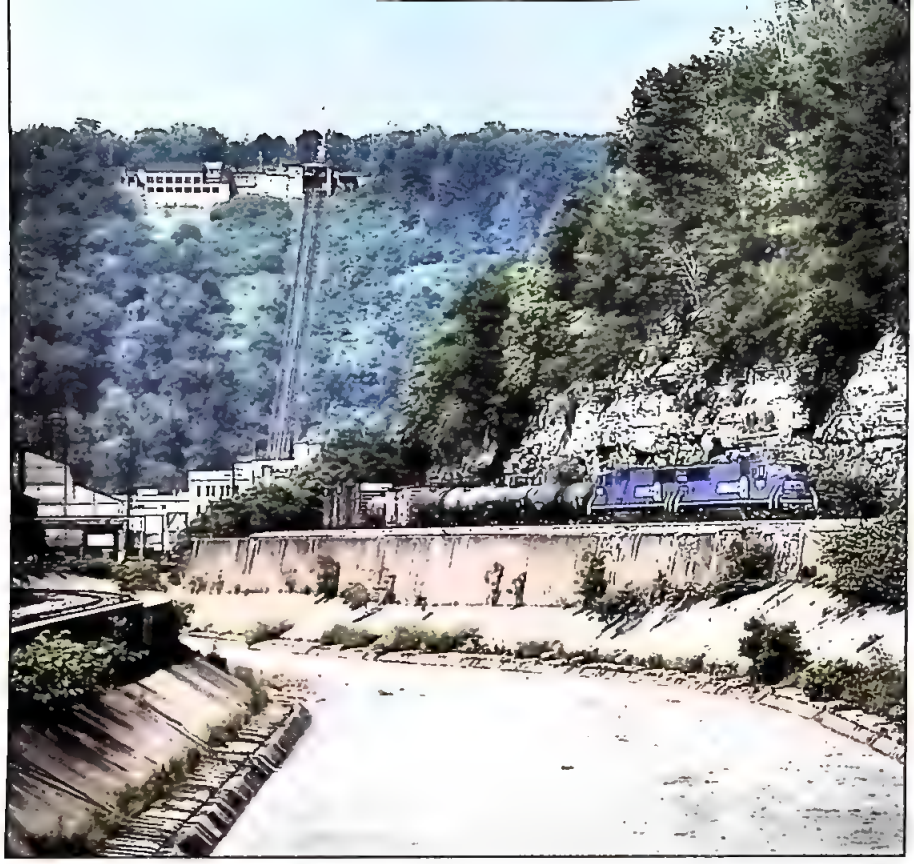
The West Slope is very easy to railfan as Route 53 runs parallel to the main line from Cresson to South Fork. Bridges along this route make great vantage points, especially in Cassandra, Jamestown (just west of Portage) and

ABOVE and RIGHT: KODACHROMES, JAMES P. OLMSTEAD

THE CRESSON ENGINE TERMINAL has stayed remarkably the same between Alco DL702s in September 1966 (**top**) and Conrail SD40-2s in April 1987 (**left**). R.J. Corman Geeps, shown here on March 1, 1996, now venture into town on the coal branches that reach north from Cresson.

KODACHROME: KURT REISWEBER

THE TWISTING VALLEY OF THE LITTLE CONEMAUGH RIVER that focused the fury of the 1889 Johnstown Flood provides photographic opportunity today. The "Viaduct" twin arches (**above**) replaced a single stone arch swept away by the flood; the BEPI's helper set was passing over on April 26, 1995. Two trains were meeting in the valley between Viaduct and Mineral Point (**top**) on June 21, 1986. The Conemaugh & Black Lick slag dump at Staple Bend (**left**) provided great view of Conrail crossing the Little Conemaugh on another stone arch bridge, as a merchandiser drifted westward in October 1985.



THREE KODACHROMES JAMES P. OLMSTEAD

THE ARCH BRIDGE that trapped the debris and made a flaming disaster of the May 1889 Johnstown Flood **(above)** saw the passage of a westbound coal train on June 16, 1995. The world's steepest incline looms behind SD60I 5624 **(top)** as it led a PIED into Conemaugh Yard at "JW" that same day. The west end of the West End is CONPIT JUNCTION, where a Pittsburgh Division helper was cutting away from an eastbound coal train **(right)** on March 4, 1992, with a westbound approaching on Track 3. and the stacks of the Conemaugh Generating Station in the distance.

Summerhill. The area between South Fork and Conemaugh is difficult to access as the main line follows the river through the mountain valley, but an abandoned roadbed west of Ehrenfeld (across river from South Fork) and the Allegheny Portage roadbed west of Mineral Point bring access to some magnificent scenery for those willing to hike. The tracks of Bethlehem Steel's Conemaugh & Black Lick add some interest to the valley between Conemaugh and the slag dumps at Staple Bend — though C&BL activity is rare with the steel mill shut down.

A couple minutes from South Fork on Route 869 is the Johnstown Flood National Historic Site, which will give some insight into the disaster of 1889 and its effect on the railroad.

Around Conemaugh Yard, the best vantage points are, again, from area bridges which are easy to find along Route 271. Continuing into Johnstown from Route 271, follow Routes 56 or 403 (to 711) to the Seward area. This route also closely follows the main line.

Between Seward and New Florence, it's easy to make a circle around Tracks 1 and 2 on the south side of the river and Track 3 on the north via Route 711 across the river to Route 2008 and back. To CONPIT JUNCTION, Route 2008 turns left next to an old mine shaft and runs straight to the interlocking.

While in the area, don't worry about missing trains, as there are plenty with more to come. Take the time to notice the historical remnants from when rail cars were pulled by real horses and watch as today's supercab horses go thundering by.

Kelly Heads Back West

A few years ago, at the end of an episode of *Star Trek — The Next Generation*, Captain Jean Luc Picard ordered the starship *Enterprise* into warp drive and declared, "Our destination is ... *elsewhere*." Since then, those words have remained scrawled at the bottom of the small chalk board on my kitchen wall, untouched while countless grocery lists and phone messages have been written and erased. Somehow, someday, I had a feeling that I, too, would be heading ... elsewhere.

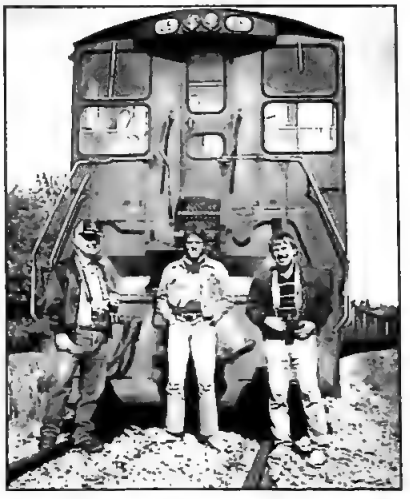
After nearly eight years as an associate editor of RAILFAN & RAILROAD, this is my last issue. My resignation from what has been an often exciting and rewarding job doesn't come easy. Over the last four or five years, my wife Amy and I had struggled with the decision of whether to remain in the Northeast or move out West. It was probably the annual vacations to see relatives in north Idaho and Arizona that heavily influenced our choice. I realized my soul would never be content in New Jersey if my heart was still tied to the deserts, mountains, open highways and peaceful lifestyle of the West. But, economic reality factored in even more. In November 1994, *U.S. News & World Report* ranked Idaho as the No.1 state in the country for economic growth, and in April 1995, USN&WR ranked neighboring Spokane, Washington, as the No.1 city for home buyers. Those studies, as well as a recent survey released in the New York area, found the Northeast to be one of the toughest places in which to live or do business. That confirmed what I was already experiencing, and the time is now right for me to make the change. By the time you read this, Amy, the kids and I will be settled into our new home in Coeur d'Alene, Idaho.

I will forever be indebted to editor Jim Boyd for giving me that phone call back in early 1988 asking, "Hey, how'd you like to do this stuff for a living?" Up to that point, some 300 of my photos and about a dozen of my articles had been published in various magazines, but my knowledge was limited primarily to Western railroads, and the number of railfans I had associated with could be counted on my fingers. Since joining R&R, I've learned much more (while teaching Boyd and Del Vecchio some things, as well) and have met many fine people and established friendships I will treasure forever.

I think Boyd put it best when introducing me in the October 1988 MARKERS: The three of us formed a "geographic balance." Between Jim's extensive, encyclopedic knowledge of railroading and locomotives (much of it gathered in the Midwest while working for the IC and EMD), Mike's experience with the New Jersey area and involvement in preservation groups, and my background from the West and interests in rail geography and operations, R&R has enjoyed a good editorial formula that I don't think could be matched anywhere else.

I'm glad I never suffered the burn-out that often comes with this kind of work. In fact, I'm looking forward to devoting even more time and attention toward my own articles and photographic projects. While I'll no longer be handling the monthly RAILNEWS stories and photo captions, RAILROADIANA and TIMETABLE columns, maps and certain other departments in R&R, you'll probably be seeing more of my feature stories than ever before. As Boyd put it, "This isn't a change I would have asked for, but it does open up some interesting possibilities." One such possibility will be my frequent input of news and features from the Pacific Northwest.

BRUCE KELLY



R&R EDITORS (l-r) Boyd, Kelly and Del Vecchio visited the now-defunct Lake Erie, Franklin & Clarion, along with other railroads in western Pennsylvania, in September 1988, shortly after Kelly had joined the staff.

Rest assured that R&R will continue in capable hands. Joining Boyd and Del Vecchio with this issue is Steve Barry, who has been a columnist and writer for *Railpace*, the Eastern news magazine, and has often provided R&R's feature coverage of the NRHS national convention trips. For a native of New Jersey, Steve is widely traveled and very familiar with many of the West's railfanning hotspots. R&R will give its new staffer a formal introduction next month.

My sincere thanks go out to all the Carstens employees who treated me, Amy and our two kids like part of one big company family. I also want to thank the R&R readers who sent me their photos, information, praises and criticisms, all of which helped refine my approach to railfanning, as well as my understanding of railroading. Your input will be carried with me to my new home and my new railroad explorations in the West — B.K.

Changes at Horseshoe

As you can tell from some of the vintage photos in Jim Olmstead's feature on Conrail's Harrisburg West End, I've been visiting Horseshoe Curve for nearly 30 years. As with all change, some things are better and some things are not. The awe of seeing that main line draped over the hillsides will never

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diminish — it's as impressive today as it ever was. Well, almost. The problem is the "tree tunnels." Back in 1966 you could stand in the park and see both "points" of the horseshoe as they broke off for Altoona and Gallitzin, and you could climb the hill on the west side of the curve and get a grand overall view of the entire sweeping spectacle. Today most of the track is blocked by the growing forrest, and there are absolutely *no* places on those hillsides where you can see the tracks because of the heavy tree growth.

The National Park Service is being prodded to trim the woods in an environmentally safe way to restore the view, but it may take some time. A future overlook from that west mountainside would be an incredible enhancement of an already impressive site.

The development and improvements of the Historic Site have been a two-edged sword for railfans. The controlled hours, reception center and funicular cater to the general public and make the site available and attractive to more visitors — I remember *my* first climb up those endless stairs — but the increased attention has also drastically tightened security, and today *absolutely no one* should venture out onto the tracks or adjoining hillsides in search of classic photo locations. Conrail police patrol the area regularly, and they do not warn, they arrest!

Photos on the curve always did mean trespassing, and you can see I've done my share. But I don't do it any more. The risk is too high, and the results just aren't worth it. And it's not worth aggravating Conrail, which has dealt with this "attractive nuisance" in a remarkably graceful manner. There are more publicly accessible areas to practice your creative photography — J.B.

Involved or meddling?

Sure, all of us are interested in the railroad industry and its corporate mergers, but at what point does interest become interference? Recently we learned that the Intermountain Chapter NRHS of Denver, Colorado, sent a "Notice of Intervention" to the Surface Transportation Board (the entity replacing the ICC) pertaining to the proposed UP/SP merger. Dated February 18, 1996, the Notice reads:

"At this time the society is intervening in these applications. We are against the applications on historical grounds pertaining to preservation of railroad structures and ... right-of-way, if any" on the UP, SP or Rio Grande. The Notice was signed by Kenton Forrest, chapter secretary.

It gets worse, the Notice says that the "society" is intervening, implying the entire National Railway Historical Society was part of the intervention.

Needless to say, the Union Pacific — the only American Class 1 freight railroad that maintains historic steam locomotives and a classy excursion fleet, and has been a great friend to museums and the rail preservation movement — wasn't happy with the entire railfan population when they learned this. And the unknowing NRHS leaders weren't pleased either.

Kenton Forrest says he filed the notice in the name of preservation, so that his group could get copies of all pertinent paperwork and correspondence for their library and archives. Most people who know him don't doubt that Kenton's reasons were genuine.

Union Pacific has its hands full with the merger in that it seems every other major railroad in the country has its hand out wanting access to several cities over the merged trackage in the name of preserving rail competition. And who can blame the other roads for asking for a piece of UP/SP? All's fair in love and business. The UP is responsible for providing copies of the merger documentation to interested parties. The Intermountain Chapter could have had all this documentation without taking sides.

In the end, Greg Molloy, president of the 20,000-member NRHS, sent UPRR president Ron Burns a letter dated March 12, 1996, stating that it is not NRHS policy to take sides and that, to his knowledge, the Notice has been withdrawn, admitting that "this gentleman has filed objections in several other merger cases in the past."

One wonders if the Intermountain Chapter membership was aware they were being put on record opposing a merger that most of the industry is in favor of and that would assure the long term survival of SP, and that they were in risk of seriously offending what would become the biggest of only two major railroads in their area. And, depending on how you interpret the use of "society" in the Notice, the entire NRHS could have been put on record as opposing the merger. I'm sure that's not the case, especially since the 1997 and 1999 NRHS Conventions in Salt Lake City and Sacramento, respectively, will rely heavily on UP's excursion policy, which opens many awesome fantrip possibilities (like the Lucin Cutoff or Donner Pass).

Hopefully, no permanent damage was done — the NRHS and Union Pacific have enjoyed a long and cooperative relationship. Only time will tell.

—Mike

Switch List

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BOOKS & PUBLICATIONS

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ANNOUNCEMENTS

CHARLOTTE, NORTH CAROLINA, June 21-22, 1996, Railroad Collectibles and Model Train Show in conjunction with National Railway Historical Society National Convention. Charlotte Convention Center, 501 S. College Street. Friday 4:30 P.M. to 8:00 P.M., Saturday 10:00 A.M. to 5:00 P.M. Admission $4.00, under 13 free. Tables $40.00 until April 1, Then $45.00. Information SASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 796

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MISCELLANEOUS

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We'd like you to meet...

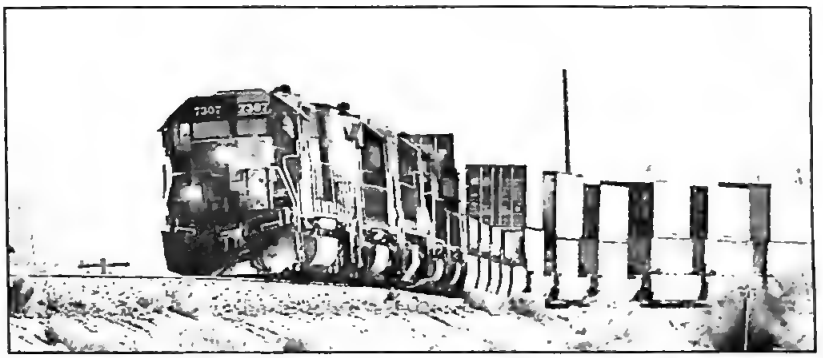
James P. Olmstead

The author of the Conrail feature in this issue is a resident of western Pennsylvania, so he's naturally familiar with operations in the Alleghenies. And if you don't where he lives, his is the house with the Seaboard System wide vision caboose in the backyard. We'll let him tell his own story.

"My interest in railroading started with my grandfather who grew up watching the Pere Marquette in Central Michigan. Dad continued to stoke the fire driving me all over western Pennsylvania to places like Horseshoe Curve right around the time of the Pennsy / New York Central merger.

"Once I became self propelled, I'm sure my rail adventures closely paralleled my grandfather's, as I was chasing a railroad in Indiana, Pennsylvania, with ties to the Pere Marquette and Chessie System. Following the "Indiana Turn" through town was a daily routine, using almost any camera I could get my hands on. The effort paid off as it got me a few rides to Homer City and back. Those experiences paved the way for my dreams of becoming a locomotive engineer.

next month in RAILFAN & RAILROAD



- **MARICOPA SUMMIT: Bruce Kelly shows us Southern Pacific's little-known mountain grade in the desert of southwest Arizona.**

JULY 1996 ISSUE ON SALE JUNE 1

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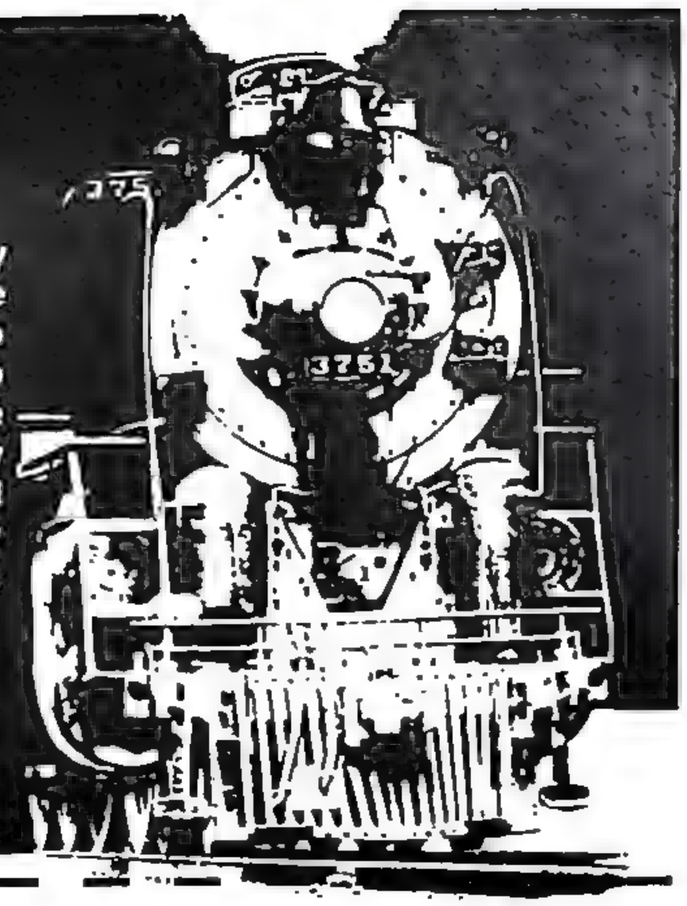

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Unfortunately, this still remains my dream.

"A few years ago I found that my interests in railroading and photography have been more rewarding when I'm able to share my efforts with others through publication, and I try to publish my work regularly. This will be my first feature in R&R; I've had four features in *Railpace*, plus news photos in almost all the other rail-related publications, including R&R.

"I currently reside with my wife Lisa and two children near New Florence, Pa., and Conrail's Conpit Junction. Though Conrail can get monotonous at times, the combination of mountain railroading, heavy traffic, and now auto racks and double stacks, Big Macs and SD45-2s make western "P-A" a satisfying place to call home.

"My photographic equipment consists of a Canon AE-1 with 75-200mm and 35-70mm zoom lenses. My film of choice is Kodachrome 64, though recently trying different types of slide films has been very interesting. I still have not yet found any film that produces the dramatic images in favorable conditions such as Kodachrome.

"I believe my photography continues to improve. I've been a pretty lazy picture taker as I often take along four-year-old daughter Amanda. But as I capture more and more dramatic images of railroading, I thirst for better results. However, this demands much more effort, and toting a little girl around, and now a six-month-old son Andrew, make this a difficult task.

"Still, if anyone out there is interested in hiring a middle-aged family man for a locomotive engineer, conductor or brakeman in western Pennsylvania, I'm certainly available."

RAILFAN & RAILROAD Advertising Index for June 1996

A-B

B.R.M.N.A. 9
Baltimore Chapter NRHS 19
Barnard, Roberts & Co. 14
Big E Productions 12
The Book Depot 28
Branchline Press 6

C

Cajon Rail Products 23
Canon, U.S.A. 4
D. Carlton Railbooks 30
Central Electric Railfans Association 20
Charly's Slides 7
Al Chione 22
The Coin Cradle 17
Colorado Railroad Museum 10
Crestline Studios 22

D-E-F

The Depot Attic 12
The Depot Attic at Strassburg 7
DPA-LTA Enterprises, Inc. 22
Fallen Flags 32
Four Ways West Publishing 8

G

Golden Spike Enterprises 16
Goodheart Productions 21
L.V. Grogan 22

H

Heimberger House Publishing Co. 10
Hi-Iron Railroad Videos 30

I-J-K-L

Identity Check 18
Indiana University Press 16
JMJ Productions 9
KL&L 16
Ladd Publications 33
Carleton F. Loucks 8

M

McMillan Publications 15
Metaphor, Inc. 26
Morning Sun Books 18

N-O-P-Q

N&W Historical Society 31
National Railway Historical Society 33
Nestle's Railroadiana 6
New England Cartographics 20
Nickel Belt Rails 16
Old Line Graphics 7
Pacific Limited 11
Pentrex ....Cover II & IV
Perry's Hobbies 7
Plets Express 17

Q

Quadrant Press 30

R

RS Enterprises 16
Railcom 12
Railfan & Railroad 64
The Railroad Press 25
Railroad Research Publications 19
Railroad Video Productions 29
Rails 'N' Shafts 27
Railway & Locomotive Historical Society 17
Railway Productions 18
Raritan Bay Hobbies 31
W.N. Rich 32
Reminisce Rails 20
Republic of the Marshall Islands Coin Fulfillment Center 22
Revelation Video 19
Rio Hondo Publishing Company 31
Roanoke Chapter NRHS 8
Ben Rohrbeck 6
RomRail 20
Ron's Books ....Cover III

S

San Diego Railroad Museum 12
The Short Line 16
Smith-Thompson 17
Southeastern Hobbies 14
Sundance Publications 21

T-U

TLC Publishing 14
Three Stars Productions ....
Trackside Video 61
Transit Gloria Mundi 33

V-W-Y

Video Classics 12
Video 125 10

SOUTHERN PACIFIC 4-6-0 2353 was back among the living on March 2, 1996, when she rolled under her own power for the first time in over 40 years. Owned and restored by the San Diego Railroad Museum at Campo, Calif., the 1912 Baldwin was a veteran of SP's San Diego & Arizona line, and hogger Leonard Salisbury (**left**) was a veteran of the line and the locomotive. On March 2nd, a circuit camera recorded the historic day (**above** and **bottom**) and the crew. Two SDRM Baldwins happened to pose (**below**) during steam up. See RAILNEWS.

FOUR PHOTOS: JOSEPH DeRENZO (TOP AND BOTTOM PANARAMIC PRINTS, CENTER TWO 35MM FUJI)

KODACHROME 25: KERMIT GEARY, Jr.

CONRAIL'S SD80MACs are entering service on a variety of assignments. On March 10th the 4107 and 4101 were leading XMN-30E east through Thompsontown, Pa. See RAILNEWS.

FUJI 6 x 7: GEORGE COCKLE

UNION PACIFIC started receiving its first SD90MACs from GMDD. These are rated at 4300 h.p., later upgradable to 6000 h.p. The 8002 towered over its AC4400CW neighbor at Council Bluffs, Ia. during February 1996. See RAILNEWS.

TWO SALUDA PHOTOS, KODAK GOLD 200 PRINTS. ANTHONY FERNANDEZ

NORFOLK SOUTHERN Dash 9s 8917 and 8916 passed through Melrose, N.C. (**above** and **left**), while climbing the near-5% Saluda grade February 25th. See RAILNEWS.

THE SHOO-FLY on Altamont Pass is becoming an annual event. UP Train CHMIV tip-toed through the two curves (**below**) at 10 m.p.h. at noon on March 10th. See RAILNEWS.

FUJI PROVIA: MIKE DEL VECCHIO

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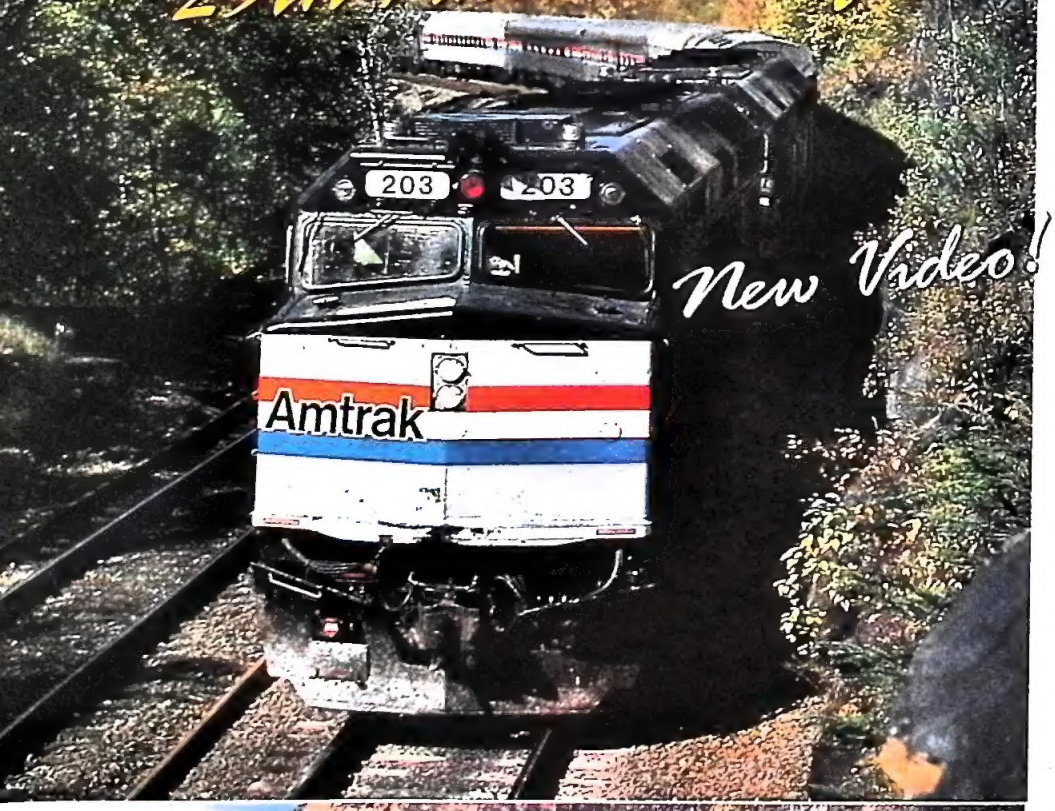

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